



Intermodal Transportation

Environmental Planning Group  
**ENVIRONMENTAL CLEARANCE**

**To:** MIKE ZIMNICK, Phoenix Construction District  
BRANDON DECARLO, Phoenix Construction District  
SHANE HANNEMAN, Phoenix Construction District  
KAVEH BEHBAHANI, Local Government Section  
LEE MAKLER, Program & Project Management Section  
JOHN ECKHARDT, ROW Project Management Section  
STEVE HULL, Contracts & Specifications Section  
LEROY BRADY, Roadside Development Section  
TODD WILLIAMS, Office of Environmental Services

**Date:** May 2, 2013

**From:** PAUL O'BRIEN, P.E.  
*for* Manager

**Subject:** HSIP-MES-0(224)D  
0000 MA MES SH544 01C  
Southern Avenue and Stapley Drive  
Intersection  
STIP #: MES 13-118CZ,  
FY 2011-2014, Amendment 95  
Date: 12/17/2012

The Environmental Planning Group reviewed this project and has determined that it meets the criteria of a Group Two Categorical Exclusion in accordance with 23 CFR 771.117(d). The Categorical Exclusion document was approved by the Federal Highway Administration on May 2, 2013.

In accordance with 23 CFR 771.129(c), the Environmental Planning Group shall be consulted to determine whether this Categorical Exclusion remains valid for the referenced project prior to major approvals. These include environmental, design, right-of-way, and bid approvals.

If there is a change in the project scope or the project limits, the Environmental Planning Group (James J. Lemmon/ 602.712.6843) must be contacted to evaluate potential impacts.

This constitutes environmental approval.

**Please include the following sentence and mitigation measures in the project specifications:**

**These mitigation measures are not subject to change without prior written approval from the Federal Highway Administration.**

**City of Mesa Responsibilities**

- All disturbed soils that will not be landscaped or otherwise permanently stabilized by construction will be seeded using species native to the project vicinity.
- The City of Mesa will communicate traffic control measures with the public, local officials, and the media prior to and during construction activities. Communication may include, but is not limited to, media alerts, direct mailings to area businesses and property owners, information on freeway variable message signs, and paid newspaper notices.
- The City of Mesa will provide a construction notice to residents and businesses in the general project area at least 2 weeks prior to construction.

**City of Mesa Responsibilities (continued)**

- With the exception of temporary, short-term closures (1–2 hours) of driveways, the contractor shall maintain driveway access to all businesses and residences throughout construction. If a given property has multiple driveways, at least one will remain open at all times.
- The City of Mesa will investigate utility involvement during the final project design phase.
- The City of Mesa project manager will contact the Arizona Department of Transportation Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) 30 days prior to bid advertisement to determine the need for additional site assessment.
- No pavement striping obliteration will occur until the Lead-Based Paint Removal and Abatement Plan is approved and implemented.
- The City of Mesa will complete an asbestos assessment of the sidewalks that will be affected by this project prior to any disturbance of the sidewalks.
- The City of Mesa will ensure that a Stormwater Pollution Prevention Plan meeting the requirements of the current Arizona Pollutant Discharge Elimination System General Permit for Discharge from Construction Activities issued by the Arizona Department of Environmental Quality is prepared and approved for the project.
- The City of Mesa will approve the Stormwater Pollution Prevention Plan and, upon approval, will submit a Notice of Intent to the Arizona Department of Environmental Quality. Upon final acceptance of the project, the City of Mesa will submit a Notice of Termination for the project to the Arizona Department of Environmental Quality.

**Contractor Responsibilities**

- To prevent the introduction of invasive species seeds, all earthmoving and hauling equipment shall be washed at the contractor's storage facility prior to entering the construction site.
- All disturbed soils that will not be landscaped or otherwise permanently stabilized by construction shall be seeded using species native to the project vicinity.
- To prevent invasive species seeds from leaving the site, the contractor shall inspect all construction equipment and remove all attached plant/vegetation and soil/mud debris prior to leaving the construction site.
- At least 14 calendar days prior to construction, the contractor shall place advance-warning signs at locations designated by the City of Mesa to notify motorists, pedestrians, and bicyclists of construction-related delays.
- With the exception of temporary, short-term closures (1–2 hours) of driveways, the contractor shall maintain driveway access to all businesses and residences throughout construction. If a given property has multiple driveways, at least one shall remain open at all times.
- The contractor shall place signs to direct pedestrians around construction. Pedestrian access to adjacent properties and across intersections shall be maintained.
- The contractor shall place signs directing transit users and bus drivers to the temporarily relocated bus stops. Access to the temporary bus stop areas shall be maintained.
- If previously unidentified cultural resources are encountered during activity related to the construction of the project, the contractor shall stop work immediately at that location and shall take all reasonable steps to secure the preservation of those resources. The City of Mesa Engineer will contact the Arizona Department of Transportation Environmental Planning Group Historic Preservation Team at 602.712.8636 or 602.712.7767 immediately and make arrangements for the proper treatment of those resources.

**Contractor Responsibilities (continued)**

- For pavement striping obliteration:
  - An approved contractor shall develop and implement a Lead-Based Paint Removal and Abatement Plan for the removal of the lead-based paint, Toxicity Characteristic Leaching Procedure testing of the generated waste stream, and proper disposal of the waste stream derived from the removal of the yellow paint striping on Southern Avenue within the project limits. A list of approved lead-based paint abatement contractors is attached to the special provisions. The contractor shall follow all applicable federal, state, and local codes and regulations, including Arizona Department of Transportation Standard Specifications, related to the treatment and handling of lead-based paint.
  - The contractor shall submit a Lead-Based Paint Removal and Abatement Plan for the removal of yellow paint striping on Southern Avenue within the project limits to the City of Mesa Engineer and the Arizona Department of Transportation Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) for review and approval at least 10 working days prior to pavement striping obliteration.
  - No pavement striping obliteration shall occur until the Lead-Based Paint Removal and Abatement Plan is approved by the Arizona Department of Transportation Hazardous Materials Coordinator and implemented.
  - Visible fugitive dust emissions from paint removal shall be controlled through wet or dry (e.g., vacuum) means during the removal process. If the liquid waste stream generated by a water-blasting obliteration method passes the Toxicity Characteristic Leaching Process analysis, it may be used as a dust palliative or for compaction on the project. If the water is not used on the project, it shall be properly disposed of in accordance with all applicable federal, state, and local regulations.
- If suspected hazardous materials are encountered during construction, work shall cease at that location and the City of Mesa Engineer shall be contacted to arrange for the proper assessment, treatment, or disposal of those materials.
- The contractor shall prepare and implement a Stormwater Pollution Prevention Plan. The contractor shall also prepare a Notice of Intent and a Notice of Termination meeting the terms and conditions of the Arizona Pollutant Discharge Elimination System general permit.
- Upon approval of the Stormwater Pollution Prevention Plan by the City of Mesa, the contractor shall submit a Notice of Intent to the Arizona Department of Environmental Quality. Upon final acceptance of the project by the City of Mesa, the contractor shall submit a Notice of Termination for the project to the Arizona Department of Environmental Quality. The contractor shall provide copies of the completed final Stormwater Pollution Prevention Plan and the contractor Notice of Intent and Notice of Termination to the City of Mesa.
- This project is located within a designated municipal separate storm sewer system. Therefore, the contractor shall send a copy of the certificate authorizing permit coverage and a copy of the Notice of Termination acknowledgement letter to the City of Mesa.

PO:jjl:gar

c: Rebecca Yedlin, Federal Highway Administration  
Thomas Deitering, Federal Highway Administration  
Tricia Balluff, EcoPlan Associates, Inc.  
Steve Ketchum, City of Mesa



Intermodal Transportation

Janice K. Brewer, Governor

John S. Halikowski, Director

Jennifer Toth, State Engineer

Robert Samour, Senior Deputy State Engineer, Operations

Dallas Hammit, Senior Deputy State Engineer, Development

206 S. 17th Ave.  
Phoenix, AZ 85007

April 25, 2013

Ms. Karla S. Petty  
Division Administrator  
Federal Highway Administration  
4000 N. Central Ave., Suite 1500  
Phoenix, AZ 85012-1906

Attn: Rebecca Yedlin, Environmental Coordinator

RE: Project No. HSIP-MES-0(224)D  
TRACS No. 0000 MA MES SH544 01C  
Southern Avenue and Stapley Drive Intersection

Dear Ms. Petty:

In accordance with Chapter 1, Title 23 USC and 23 CFR 771.117(d), the enclosed Categorical Exclusion for the referenced project is submitted for your approval. This project features construction of a widened intersection at Stapley Drive and Southern Avenue in the city of Mesa, Maricopa County, Arizona. The project requires minor amounts of new right-of-way from a large number of adjacent landowners and is therefore considered nonprogrammatic.

Based on environmental studies and early coordination, it has been determined that (1) the proposed project will not create any significant impacts to the environment and (2) the action is classified as a nonprogrammatic Categorical Exclusion, which is the appropriate environmental document for the proposed project.

Your approval of the Categorical Exclusion will constitute concurrence with this determination.

Sincerely,

Paul O'Brien, P.E.  
Manager  
Environmental Planning Group  
1611 W. Jackson St., MD EM02  
Phoenix, AZ 85007

Enclosures

c: James J. Lemmon, ADOT Environmental Planning Group

**ARIZONA DEPARTMENT OF TRANSPORTATION**

Intermodal Transportation Division  
Environmental Planning Group  
1611 W. Jackson St., Mail Drop EM02  
Phoenix, AZ 85007

**Categorical Exclusion**

for

**Southern Avenue and Stapley Drive Intersection**

**HSIP-MES-0(224)D**

**0000 MA MES SH544 01C**

Approved by: Paul O'Brien Date: 4/26/13  
PAUL O'BRIEN, P.E.  
Manager  
Environmental Planning Group

Approved by: Karla S. Petty Date: 5-2-13  
KARLA S. PETTY  
Division Administrator  
Federal Highway Administration

*This Categorical Exclusion has been prepared in accordance with provisions and requirements of Chapter 1, Title 23 USC and 23 CFR 771.117(d) relating to the implementation of the National Environmental Policy Act of 1969.*

**Arizona Department of Transportation**  
**Environmental Planning Group**  
**Categorical Exclusion**

<b>HSIP-MES-0(224)D</b> <b>0000 MA MES SH544 01C</b> <b>Southern Avenue and Stapley Drive</b> <b>Intersection</b> <b>County:</b> Maricopa <b>Route:</b> N/A <b>Limits:</b> Southern Avenue from Horne Road to Oracle Road and Stapley Drive from US 60 to 8th Avenue <b>Nearest landmark:</b> within the city of Mesa <b>Estimated project cost:</b> \$13,500,000	<b>Federal projects:</b> Local Government/Enhancement Project: <input checked="" type="checkbox"/> Categorical Exclusion Group: 2 Programmatic: <input type="checkbox"/> Nonprogrammatic: <input checked="" type="checkbox"/> STIP Item No.: MES 13-118CZ, FY 2011-2014, Amendment 95 Date: 12/17/2012 <b>State-funded projects:</b> Environmental Determination <input type="checkbox"/>  <b>ADOT NEPA Planner:</b> James J. Lemmon
---	---

**Clearance**

Submitted By: Steve Ketchum Date: 4/24/2013  
Steve Ketchum  
City of Mesa

Reviewed By: James J. Lemmon Date: 4-24-2013  
James J. Lemmon  
Environmental Planner II

PO:ph

**Attachments**

- ☒ Arizona State Land Department (ASLD) cultural concurrence letter
- ☒ City of Mesa cultural concurrence letter
- ☒ State Historic Preservation Office (SHPO) cultural concurrence letters (2)
- ☒ Hopi Tribe cultural concurrence letter
- ☒ Tonto Apache Tribe cultural concurrence letter
- ☒ White Mountain Apache Tribe cultural consultation letter
- ☒ White Mountain Apache Tribe cultural concurrence memo
- ☒ Arizona Game and Fish Department (AGFD) scoping response letter
- ☒ AGFD On-Line Environmental Review Tool receipt (page 1 of 6)
- ☒ Arizona Department of Transportation (ADOT) scoping comment email
- ☒ City of Mesa response to ADOT scoping comment email
- ☒ City of Mesa Parks, Recreation and Commercial Facilities Department scoping comment email
- ☒ US Fish and Wildlife Service (USFWS) scoping response letter
- ☒ Public meeting handouts (3)

## ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act	US	United States
ADEQ	Arizona Department of Environmental Quality	USFWS	US Fish and Wildlife Service
ADOT	Arizona Department of Transportation	UST	Underground Storage Tank
AGFD	Arizona Game and Fish Department	VMT	Vehicle Miles Traveled
APE	Area of Potential Effects	Waters	Waters of the United States
ARHP	Arizona Register of Historic Places	WB	westbound
ASLD	Arizona State Land Department	WQARF	Water Quality Assurance Revolving Fund
AZ	Arizona		
AZPDES	Arizona Pollutant Discharge Elimination System		
BE	Biological Evaluation		
BR	Biological Review		
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System		
CFR	Code of Federal Regulations		
CO	carbon monoxide		
Corps	US Army Corps of Engineers		
EB	eastbound		
EJ	Environmental Justice		
EPA	Environmental Protection Agency		
ERNS	Emergency Response Notification System		
FEMA	Federal Emergency Management Agency		
FHWA	Federal Highway Administration		
FIRM	Flood Insurance Rate Map		
FY	Fiscal Year		
HSIP	Highway Safety Improvement Program		
LUST	Leaking Underground Storage Tank		
MS4	Designated Municipal Separate Storm Sewer System		
MSAT	Mobile Source Air Toxics		
N/A	not applicable		
NB	northbound		
NEPA	National Environmental Policy Act		
NESHAP	National Emissions Standards for Hazardous Air Pollutants		
No.	number		
NPDES	National Pollutant Discharge Elimination System		
NRCS	Natural Resources Conservation Service		
NRHP	National Register of Historic Places		
O <sub>3</sub>	ozone		
PISA	Preliminary Initial Site Assessment		
PM <sub>10</sub>	particulate matter 10 microns or less in diameter		
RCRA	Resource Conservation and Recovery Act		
ROW	right-of-way		
SB	southbound		
SHPO	State Historic Preservation Office		
STIP	State Transportation Improvement Program		
THPO	Tribal Historic Preservation Office		
UPBE	Urban Project Biological Evaluation		

## **Project Description**

### **1. Need**

The Southern Avenue and Stapley Drive intersection is one of the busiest intersections in the city of Mesa, with an average daily traffic volume of 57,350 vehicles per day. This intersection is one of the highest crash locations in the city of Mesa and is ranked by the Maricopa Association of Governments as the 48th highest crash location in the Phoenix metropolitan area. Existing traffic volumes result in congestion at the intersection. Accessing adjacent properties can be difficult amid high traffic volumes, pedestrians, bicycles, and transit vehicles. Several existing sidewalk ramps and driveways do not meet ADA standards, and existing drainage facilities and utilities are inadequate for this heavily developed area.

### **2. Purpose**

The purpose of the project is to reduce the potential for accidents; improve traffic movement at the intersection; bring pedestrian facilities into compliance with ADA standards; improve pedestrian, bicyclist, and transit user safety; improve access control for adjacent properties; and improve drainage facilities and utilities within the project limits.

### **3. Scope of Work**

- Widening the intersection from two to three through lanes in each direction, including relocations or extensions of associated infrastructure, as needed
- Providing one additional left-turn lane in each direction of the intersection, for a total of four new left-turn lanes
- Extending the new through lanes along NB and SB Stapley Drive, from US 60 to Southern Avenue
- Constructing a raised median in each segment of the intersection to enhance access control, reduce left-turn crashes, and serve as a pedestrian refuge
- Constructing bicycle lanes and deceleration lanes along both project roadways
- Reconstructing existing sidewalks, sidewalk ramps, and driveways with ADA-accessible facilities
- Resurfacing and rehabilitating sections of pavement along the roadway approaches
- Obliterating pavement striping, as needed
- Constructing storm drains and replacing sanitary sewer lines along both project roadways
- Replacing potable water and natural gas lines along both project roadways
- Relocating and reconstructing irrigation, electric, and other utility lines
- Relocating and reconstructing block walls



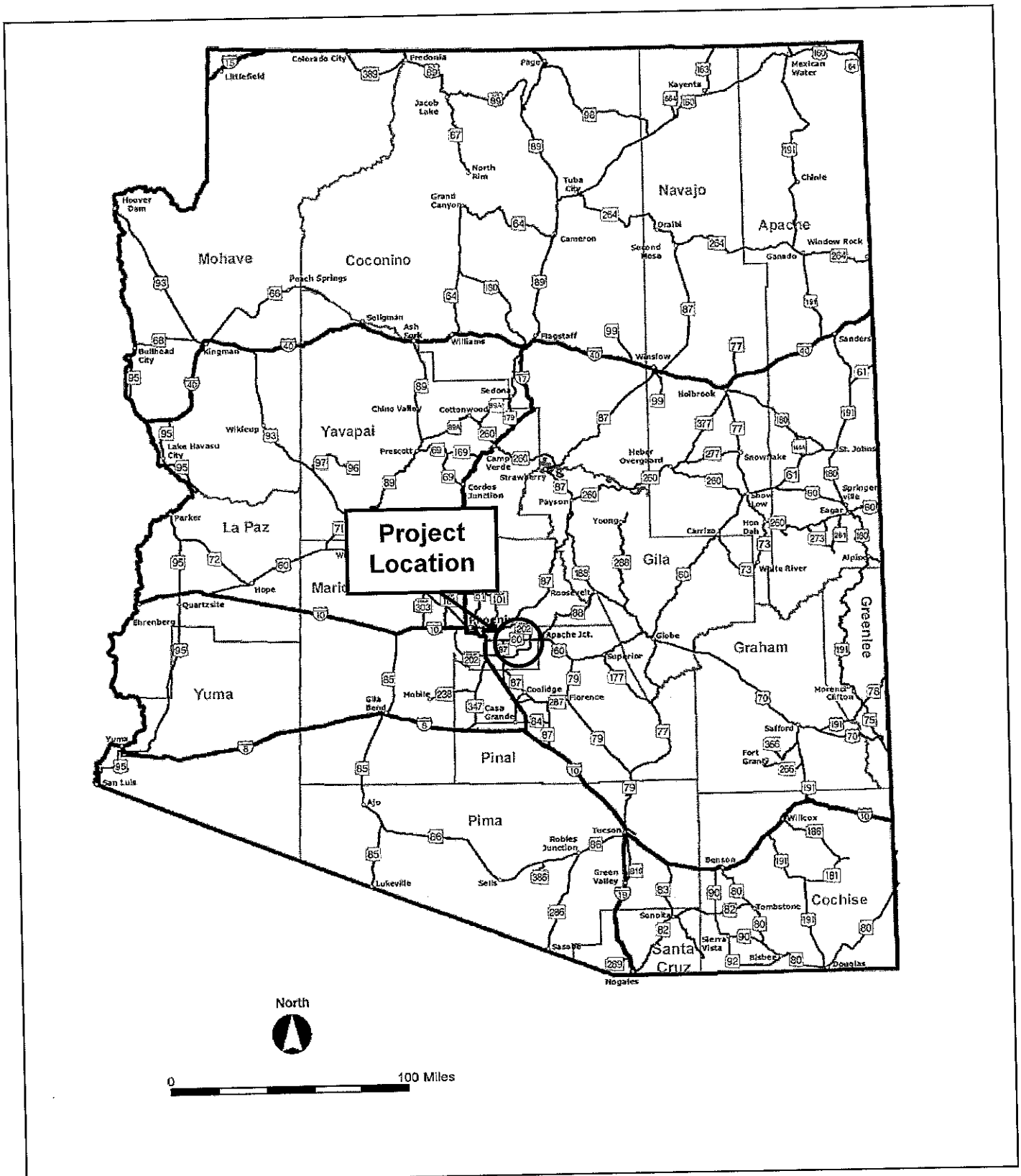


Figure 1. Project location

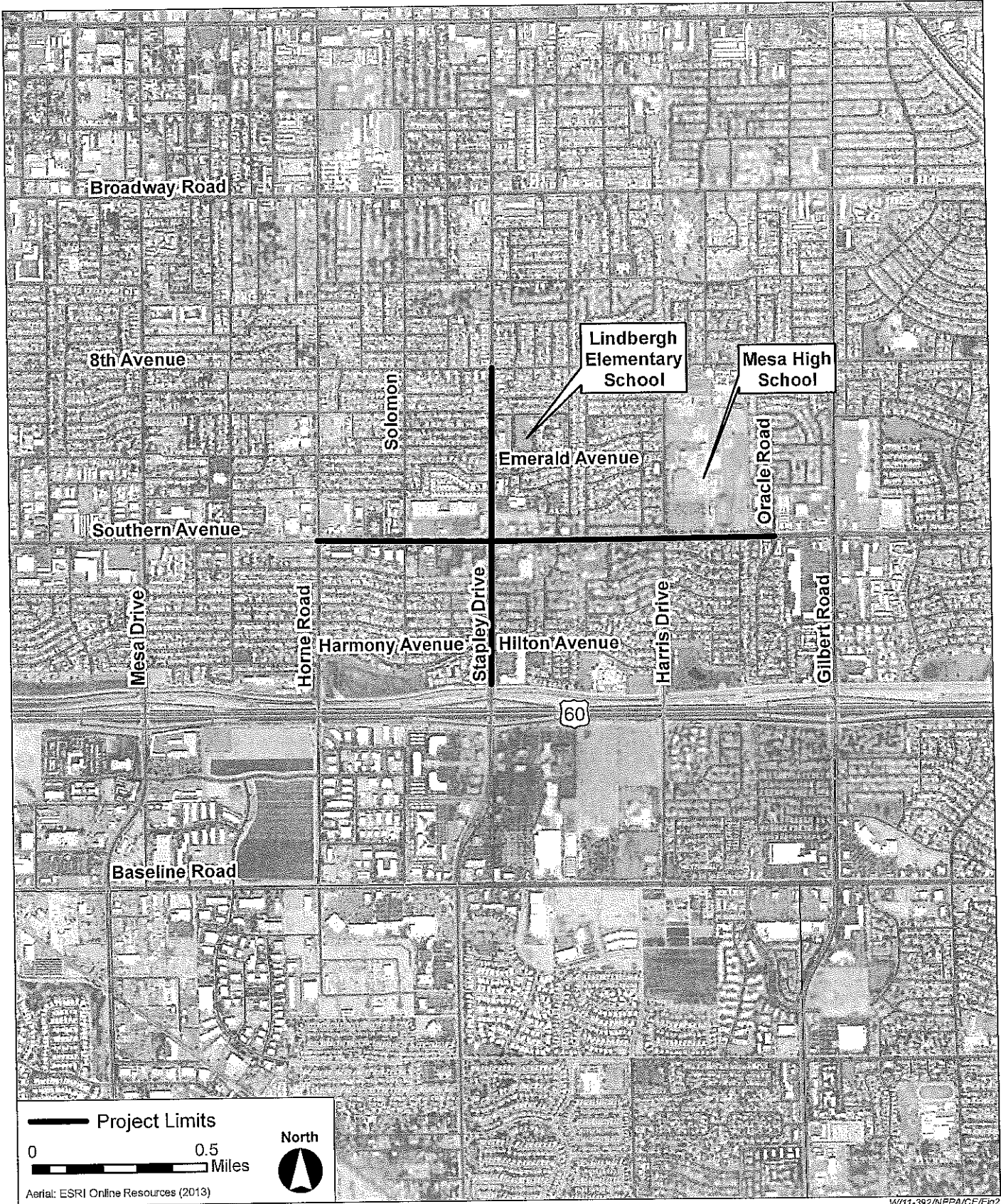


Figure 2. Project vicinity

#### 4. Existing Conditions

Item	Present	Not Present	Location	Description
Through lanes	X		<ul style="list-style-type: none"> <li>Southern Avenue</li> <li>Stapley Drive</li> </ul>	<ul style="list-style-type: none"> <li>No.: 2 in each direction; width: 11 feet</li> <li>No.: 2 in each direction; width: 11 feet</li> </ul>
Right-turn lanes	X		<ul style="list-style-type: none"> <li>NB Stapley Drive</li> <li>SB Stapley Drive</li> <li>Various locations</li> </ul>	<ul style="list-style-type: none"> <li>1 dedicated right-turn lane onto EB Southern Avenue</li> <li>1 dedicated right-turn lane onto WB US 60 on-ramp</li> <li>Dedicated right-turn lanes into commercial properties and onto intersecting streets</li> </ul>
Left-turn lanes	X		<ul style="list-style-type: none"> <li>Stapley Drive and Southern Avenue</li> <li>Southern Avenue and Horne Road</li> <li>Southern Avenue and Harris Drive</li> <li>NB and SB Stapley Drive</li> <li>SB Stapley Drive at US 60</li> <li>Stapley Drive and 8th Avenue</li> <li>Throughout project area except at intersections with dedicated turn lanes</li> </ul>	<ul style="list-style-type: none"> <li>1 dedicated left-turn lane in each segment of the intersection</li> <li>1 dedicated left-turn lane in each segment of the intersection</li> <li>1 dedicated left-turn lane in each segment of the intersection</li> <li>1 dedicated left-turn lane onto Hilton Avenue and 1 dedicated left-turn lane onto Harmony Avenue</li> <li>2 dedicated left-turn lanes onto EB US 60 on-ramp</li> <li>1 dedicated left-turn lane in each segment of the intersection</li> <li>Striped continuous two-way center turn lane</li> </ul>
Shoulders		X		Paved <input type="checkbox"/> ; width:
Landscaping	X		Various locations	Private property landscaping
Guardrail		X		
Culverts	X		Various locations	Sizes vary; storm drain culverts
Noise walls		X		
Crosswalks	X		Various intersections throughout project area	Dual white lines in all segments of the intersections
Cattle guards		X		
Frontage roads		X		
Curb and gutter	X		Throughout project area	Standard concrete curb and gutter
Lighting	X		Various locations	Overhead street lights
Center medians	X			
Raised	X		Stapley Drive north of US 60	13-foot-wide to 20-foot-wide raised concrete median separating NB traffic from SB dedicated left-turn lanes
Paved		X		
Painted		X		
Landscaped		X		
Other		X		
Traffic controls	X			
Signals	X		Various major intersections throughout project area	3-way or 4-way overhead traffic signals
Stop signs	X		Various intersecting side streets throughout project area	Standard stop signs
Flashing lights		X		

Item	Present	Not Present	Location	Description
Bikeways		X		
Independent pathway for bikes		X		
Bike lanes striped on roadway pavement		X		
Bike lanes on canal bank		X		
Other pathway		X		
Sidewalks	X			
Adjacent to street/highway	X		<ul style="list-style-type: none"> <li>Southern Avenue from Home Road to Solomon</li> <li>EB Southern Avenue from Solomon to Stapley Drive</li> <li>Southern Avenue from Stapley Drive to Oracle Road</li> <li>Stapley Drive from 8th Avenue to 270 feet south of Emerald Avenue</li> <li>NB Stapley Drive from 270 feet south of Emerald Avenue to Southern Avenue</li> <li>Stapley Drive from Southern Avenue to US 60</li> </ul>	<ul style="list-style-type: none"> <li>Width: 4–5 feet</li> <li>Width: 4–5 feet</li> <li>Width: 5–7 feet</li> <li>Width: 5 feet</li> <li>Width: 5 feet</li> <li>Width: 5 feet</li> </ul>
Set back from street/highway 8 feet	X		<ul style="list-style-type: none"> <li>WB Southern Avenue from Solomon to Stapley Drive</li> <li>SB Stapley Drive from 270 feet south of Emerald Avenue to Southern Avenue</li> </ul>	Width: 5 feet; set back 11 feet Width: 5 feet; set back 8 feet
Other sidewalk		X		Width:
Fencing	X			<input type="checkbox"/> ROW <input checked="" type="checkbox"/> Other
Game fence		X		
Standard barbed-wire fence		X		
Chain-link fence	X		Stapley Drive north of US 60	Canal fencing
Other fencing	X		Various locations	Residential and commercial fencing
Bridges		X		
Over watercourse		X		Structure No.: Name of watercourse:
Over highway/street/road		X		No. of spans: Name of street/road: Highway route No.:
Over railroad		X		No. of spans: Name of railroad:
Over canal		X		No. of spans: Name of canal:
Over other		X		No. of spans: Name:

Item	Present	Not Present	Location	Description
Other	X			
Bus bay	X		WB Southern Avenue west of Stapley Drive	13-foot-wide bus pullout lane adjacent to and partly sharing the right-turn lane into a commercial lot
Canal	X		Stapley Drive north of US 60	Open trench canal outside project area; crosses under Stapley Drive via box culvert

#### 5. Land Ownership and Land Use

a) Existing ROW or Easement				
Location	ROW or Easement	Owner/Manager	Land Use	Width
East side of Stapley Drive from US 60 to Southern Avenue; south side of Southern Avenue from Stapley Drive to 1,300 feet east of Stapley Drive; south side of Southern Avenue from Harris Drive to Oracle Road	Easement	ASLD/City of Mesa	Transportation corridor	70 feet
Stapley Drive from Southern Avenue to 8th Avenue; west side of Stapley Drive from US 60 to Southern Avenue; Southern Avenue from Home Road to Stapley Drive; north side of Southern Avenue from Stapley Drive to Oracle Road; south side of Southern Avenue from 1,300 feet east of Stapley Drive to Harris Drive	ROW	City of Mesa	Transportation corridor	110 feet to 140 feet

b) Adjacent land			
Location	Owner/Manager	Land Use	
East side of Stapley Drive from US 60 to Southern Avenue; south side of Southern Avenue from Stapley Drive to 1,300 feet east of Stapley Drive; south side of Southern Avenue from Harris Drive to Oracle Road	ASLD	Historically identified as set aside for transportation; narrow strip of land between road and private property	
Throughout project area	Private	Commercial, institutional (school), and residential	

6. Right-of-Way/Easements

- ☐ No new ROW or easement is required for construction of this project.
- ☒ New ROW or easement is required for construction of this project.
- ☒ 1.4 acres of new ROW from 35 private landowners for intersection widening.
  - ☒ 2.4 acres of new easement from private landowners for public utility relocations, if relocations are necessary.
  - ☒ 2.25 acres of temporary construction easement from private landowners for construction activities, including staging area.
- ☒ Other: ASLD has historically recognized and approved the land use as "Transportation" for the ASLD land in the project area. If necessary, ASLD will formally grant a Perpetual Right-of-Way Easement for Road Purposes to the City of Mesa.

7. Funding

This project is ☒ Federally / ☐ State- / ☒ Locally funded, with an estimated cost of \$13,500,000. Of this total, \$11,693,439 will be provided with federal HSIP funds and Proposition 400 funds. The remaining \$1,806,561 will be funded by the City of Mesa.

- ☐ This project will be designed and constructed using federal transportation enhancement funds. The estimated cost is \_\_\_\_\_.

8. Administration

This project will be bid and administered by the City of Mesa.

## Environmental Impact Summary

Land Management Agency			
	Present	Not Present	Comment
Tribal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Tribe:
Federal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Agency:
State	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Agency: ASLD
County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Agency:
Local	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Agency: City of Mesa

Natural Environment			
	Present	Not Present	Comment
Sensitive Biological Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Biology Memo: <input type="checkbox"/> BR: <input type="checkbox"/> BE: <input type="checkbox"/> UPBE: <input checked="" type="checkbox"/> (date ADOT approved: 12/17/2012)
1. Threatened/Endangered Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Federal Sensitive Species/Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Date federal agency approved:
3. Tribal Sensitive Species/Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Date federal agency/tribe approved:
4. AZ Species of Concern/Habitat	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5. Native Plants	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Date of survey:
6. Other Wildlife and Habitat Concerns	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Agency commenting and date of comment:
Invasive Species	<input type="checkbox"/>	<input type="checkbox"/>	N/A
Wetland Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Riparian Areas	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
100-Year Floodplain	<input type="checkbox"/>	<input checked="" type="checkbox"/>	FEMA FIRM No.: 04013C2195G, effective 09/30/2005 Letter of Map Revision effective date: 01/10/2012 Floodplain not delineated <input type="checkbox"/>
Section 404 Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	If Waters impacted, permit type and/or No.: Corps file No.:
Section 401 Water Quality Certification	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Certification type:
Prime or unique farmland	<input type="checkbox"/>	<input checked="" type="checkbox"/>	NRCS map: Eastern Maricopa and Northern Pinal Counties Area, Arizona (AZ655)
Farmland of statewide or local importance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Sole Source Aquifer	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Wild and Scenic Rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Navigable Waters	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Cultural Resources			
	Present	Not Present	Comment
Archaeological/Historic Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to Archaeological Resources and Historic Properties Analysis Sheet

## Environmental Impact Summary

Section 4(f)/6(f) Resources				Comment
	Present	Not Present	Not Applicable	
Section 4(f) Wildlife/Waterfowl	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Section 4(f) Historic site	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Section 4(f) Recreational site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li>• Lindbergh Elementary School</li> <li>• Mesa High School</li> </ul> Refer to Section 4(f) Analysis Sheets (2)
Section 4(f) Park	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Section 6(f) Resource	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

Visual Resources			Comment
	Yes	No	
Change in the existing visual character as a result of the project	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The intersection will be widened and will require small areas of new ROW. However, no buildings will be removed and no additional vertical roadway features will be added. The visual character of this major local roadway intersection will not be altered by project construction.
Project's postconstruction visual quality meets land-managing agency's specific visual resource management objectives	<input type="checkbox"/>	<input type="checkbox"/>	Name of management agency: N/A Date of agency concurrence: N/A
Project is along a designated Scenic Road/Byway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Scenic Road/Byway name:

Socioeconomic Resources				Comment
	Present	Not Present		
Existing Development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> Residential Institutional <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Other:	
Planned Development	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Other:	
Displacements	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Other:	
Temporary/Permanent Access Concerns	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to Socioeconomic Impacts Analysis Sheet	
Neighborhood Continuity and Community Cohesion Concerns	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project will not result in additional barriers to the movement of goods or services and will not divide neighborhoods.	
Title VI/EJ Populations	<input type="checkbox"/>	<input type="checkbox"/>	The presence of Title VI/EJ Populations was not investigated because the project has no potential to disproportionately impact protected populations.	



## Environmental Impact Summary

<b>Physical/Construction</b>			
	Present	Not Present	
Construction-related Impacts	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to <i>Construction-Related Impacts Analysis Sheet</i>
Utilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to <i>Utilities Analysis Sheet</i>
Hazardous Materials	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Dates ADOT approved PISA: 08/31/2012, 03/13/2013 Refer to <i>Hazardous Materials Evaluation Analysis Sheet</i>
	Yes	No	
Increase capacity or alter alignment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Qualitative Analysis <input type="checkbox"/> Quantitative Analysis
Noise receivers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Refer to <i>Noise Analysis Sheet</i>
	Required	Not Required	
AZPDES/NPDES Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> < 1 acre of disturbance <input checked="" type="checkbox"/> ≥ 1 acre of disturbance <input type="checkbox"/> Within 0.25 mile of _____ water Refer to <i>AZPDES/NPDES Permit Analysis Sheet</i>
	Attainment	Non-attainment	Maintenance
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Phoenix PM<sub>10</sub> Nonattainment Area; Phoenix O<sub>3</sub> Nonattainment Area; Phoenix CO Maintenance Area Refer to <i>Air Quality Analysis Sheet</i></p> <p>The purpose of this project is to improve traffic movement at the Southern Avenue and Stapley Drive intersection by constructing a wider intersection. This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.</p> <p>Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in VMT, FHWA predicts MSATs will decline in the range of 57 percent to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.</p>			

## Agency Coordination/Public Involvement Analysis Sheet

	Date contacted	Method of notification	Comment	Response
<b>Agency Scoping</b>				
ADOT District Engineer	Letter	08/20/2012	<p>08/30/2012 email (attached)</p> <ul style="list-style-type: none"> <li>There are currently three lanes on SB Stapley Drive from Southern Avenue to US 60. If this section is kept intact, there is no problem.</li> <li>There are only two lanes on NB Stapley Drive from Southern Avenue to US 60. If this area is widened, it may impact ADOT's access to the storm channel.</li> <li>Traffic signals would be impacted and fiber optic and irrigation lines may be in the area.</li> <li>If an ADA ramp is disturbed at one of the US 60 ramps, does that mean all other ramps in the US 60 intersection would be brought up to current standards?</li> </ul>	<p>10/12/2012 email (attached)</p> <ul style="list-style-type: none"> <li>Work on SB Stapley Drive between Southern Avenue and US 60 will not include adding or eliminating through lanes.</li> <li>A third through lane will be added to NB Stapley Drive that will match the geometry of ADOT's existing facilities at US 60 and should not impact ADOT facilities. This widening will not affect access to the storm channel.</li> <li>Traffic signals will be impacted by the project. Traffic signal equipment within the US 60 traffic interchange will not be impacted. Traffic control measures will be undertaken during traffic signal relocations. Other utilities are in the area and the design team has begun coordination with the appropriate utility companies.</li> <li>Replacing sidewalk ramps within ADOT ROW is not part of this project. Improvements to Stapley Drive do not extend to the US 60 on-ramps; therefore, none of the existing ramps will require any modifications.</li> </ul>
AGFD	Letter	08/20/2012	<p>08/31/2012 letter (attached)</p> <p>The AGFD does not anticipate any significant adverse impacts to wildlife resources as a result of the project.</p>	None required.
ASLD	Letter	08/20/2012	None	
City of Mesa				
City Manager's Office	Letter	08/20/2012	None	
Development and Sustainability Department	Letter	08/20/2012	None	
Fire Department	Letter	08/20/2012	None	
Housing and Community Development Department	Letter	08/20/2012	None	

	Date contacted	Method of notification	Comment	Response
<b>Agency Scoping (continued)</b>				
City of Mesa (continued)				
Parks, Recreation and Commercial Facilities Department	Letter	08/20/2012	08/23/2012 email (attached) The department has no issues or concerns regarding the project.	None required.
Police Department	Letter	08/20/2012	None	
Planning Department	Letter	08/20/2012	None	
Transit Services	Letter	08/20/2012	None	
Department of Public Safety	Letter	08/20/2012	None	
Maricopa Association of Governments	Letter	08/20/2012	None	
Maricopa County				
Environmental Services Department	Letter	08/20/2012	None	
Sheriff	Letter	08/20/2012	None	
Keller Elementary School	Letter	08/20/2012	None	
Mesa High School	Letter	08/20/2012	None	
Mesa Public Schools	Letter	08/20/2012	None	
Taylor Junior High School	Letter	08/20/2012	None	
USFWS	Letter	08/20/2012	09/06/2012 letter (attached) The USFWS concluded that neither threatened or endangered species nor any critical habitat will be affected by this project at this time. The USFWS asked that the review of this project be coordinated with the AGFD as well.	None required.
<b>Public Scoping/Coordination</b>				
2,800 people contacted	Flier	02/10/2011	None	
Center for Biological Diversity	Letter	08/20/2012	None	
Sky Island Alliance	Letter	08/20/2012	None	

## Public Meetings

☐ Public meeting not held because

☒ Public meeting was held.

- Date and location: 03/01/2011 in the auditorium at Lindbergh Elementary School
- No. of attendees: 22
- Methods of notification: Flier mailed and notices published on the City of Mesa website and in the *East Valley Tribune* and in the *Daily News-Sun* on 02/26/2011 and 02/27/2011
- Handout materials:  
☐ No    ☒ Yes—see attached
- Comments/Responses: Seven adjacent landowners provided comments from the public meeting. Concerns raised were:
  1. The restricted left turns due to the construction of medians would reduce the ease of access into adjacent businesses and, therefore, would be expected to reduce the number of customers and cause hardship for the businesses.
  2. Construction is currently timed to occur during the busy winter season, which would unnecessarily increase impacts to adjacent businesses. Changing construction to the summer would reduce impacts to businesses.
  3. Complicated access patterns during and following construction may result in a decrease in business traffic.
  4. The height and material of the block wall along Southern Avenue caused concerns about noise and intruders being able to climb the fence into residential backyards if the wall isn't tall enough.
  5. Merging traffic slows traffic so all merging traffic lanes should be eliminated by having them end in right-turn lanes.
- The City of Mesa responded to the stated concerns as follows:
  1. The preliminary alignment has been revised to include a raised median that allows for the stacking of vehicles and for left turns into shopping plazas. Left turns cannot be allowed out of all the entrances due to safety considerations.
  2. Construction will be timed and phased as much as possible to minimize impact during peak hours and/or season.
  3. Business access during construction will be in accordance with the latest enhancements to the City of Mesa's Special Provisions for Business Access.
  4. At one location of concern, no wall modifications will occur because widening is not occurring at that location. At other locations of concern, the City of Mesa will construct an 8-foot-high solid wall if the road lanes are shifted toward the dwelling unit.
  5. This method for dropping a lane via merging is used throughout the US, and national standards for safety have been developed and are being followed for this situation. The standards include how long the merging taper should be, warning sign specifications, and how far in advance the warning sign should be placed. Most of the traffic at this location is through traffic, not warranting a trap lane ending with a right turn. A trap lane tends to create more sudden and sharper lane changes close to the intersection rather than when lanes merge over an appropriate distance.

## **Mitigation Measures**

### City of Mesa Responsibilities

- The City of Mesa will communicate traffic control measures with the public, local officials, and the media prior to and during construction activities. Communication may include, but is not limited to, media alerts, direct mailings to area businesses and property owners, information on freeway variable message signs, and paid newspaper notices.
- The City of Mesa will provide a construction notice to residents and businesses in the general project area at least 2 weeks prior to construction.
- With the exception of temporary, short-term closures (1–2 hours) of driveways, the contractor shall maintain driveway access to all businesses and residences throughout construction. If a given property has multiple driveways, at least one will remain open at all times.

### Contractor Responsibilities

- At least 14 calendar days prior to construction, the contractor shall place advance-warning signs at locations designated by the City of Mesa to notify motorists, pedestrians, and bicyclists of construction-related delays.
- With the exception of temporary, short-term closures (1–2 hours) of driveways, the contractor shall maintain driveway access to all businesses and residences throughout construction. If a given property has multiple driveways, at least one shall remain open at all times.
- The contractor shall place signs to direct pedestrians around construction. Pedestrian access to adjacent properties and across intersections shall be maintained.
- The contractor shall place signs directing transit users and bus drivers to the temporarily relocated bus stops. Access to the temporary bus stop areas shall be maintained.

## Archaeological Resources and Historic Properties Analysis Sheet

### 1. Survey Data

An archaeological survey of the APE was not warranted because of prior ground disturbance resulting from urban development. A field review for historic properties was conducted and the results recorded on the following form:

- *Historic Property Inventory Form: 1309 E. Southern Avenue (Fenicle 2012)*

### 2. Archaeological/Historic Sites

- 1309 E. Southern Avenue, historic building

### 3. THPO/SHPO Eligibility Determination

Site	ARHP/NRHP Status	Criterion
1309 E. Southern Avenue	Not eligible	N/A

Agency concurrence of effect:

- ☐ No potential to effect      ☒ No historic properties affected      ☐ No adverse effect      ☐ Adverse effect

Agency concurrence dates:

- ☒ ASLD 09/20/2012  
☒ City of Mesa 09/13/2012  
☒ SHPO 07/19/2012 and 09/19/2012  
☒ Tribes: Hopi Tribe 09/18/2012  
Pascua Yaqui Tribe—no response  
Salt River Pima-Maricopa Indian Community—no response  
Tonto Apache Tribe 09/26/2012  
White Mountain Apache Tribe 09/25/2012  
Yavapai-Apache Nation—no response

### Mitigation Measures

#### Contractor Responsibility

- If previously unidentified cultural resources are encountered during activity related to the construction of the project, the contractor shall stop work immediately at that location and shall take all reasonable steps to secure the preservation of those resources. The City of Mesa Engineer will contact the Arizona Department of Transportation Environmental Planning Group Historic Preservation Team at 602.712.8636 or 602.712.7767 immediately and make arrangements for the proper treatment of those resources.

### Section 4(f) Resources Analysis Sheet (1 of 2)

Section 4(f) property name: Lindbergh Elementary School

Location: East of Stapley Drive, south of 8th Avenue (see Figure 2) ☒ or see attached 4(f) map ☐

Ownership or administration: Mesa Public Schools

Type:

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> public park                   | <input type="checkbox"/> wildlife refuge  | <input type="checkbox"/> historic site |
| <input checked="" type="checkbox"/> recreational lands | <input type="checkbox"/> waterfowl refuge |  |

A "use" of a Section 4(f) resource, as defined in 23 CFR § 774, occurs: 1) when land is permanently incorporated into a transportation facility; 2) when there is a temporary occupancy of land that is adverse in terms of the statute's preservationist purposes; or 3) when there is a constructive use of land. A constructive use of a Section 4(f) resource occurs when the transportation project does not incorporate land from resources, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. For example, a constructive use can occur when:

- a) the projected noise level increase, attributable to the project, substantially interferes with the use and enjoyment of a noise-sensitive facility of a resource protected by Section 4(f);
- b) the proximity of the proposed project substantially impairs aesthetic features or attributes of a resource protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the resource. An example of such an effect would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a park or historic site which derives its value in substantial part due to its setting; and/or
- c) the project results in a restriction on access, which substantially diminishes the utility of a significant publicly-owned park, recreation area, or historic site.

- ☒ There is no actual (direct) use of this Section 4(f) resource because it is located outside of the project area.
- ☒ The project will not result in a constructive use of this Section 4(f) resource.
- ☐ There is a temporary occupancy of land that is minimal; therefore, there is no "use" of land (no adverse impact to existing or future land use) as defined in 23 CFR § 774. The documented agreement by \_\_\_\_\_ is attached.
- ☐ The project and the Section 4(f) resource are concurrently planned or developed. The documented agreement between ADOT and \_\_\_\_\_ is attached.
- ☐ There is a "no historic properties affected" or "no adverse effect" determination on a site listed in or eligible for listing in the NRHP. Refer to attached letter of concurrence from \_\_\_\_\_.
- ☐ A *de minimis* determination is appropriate. Refer to attached letter of concurrence from \_\_\_\_\_.
- ☐ There is a minor use of a public park, recreation land, or wildlife/waterfowl refuge. Refer to attached letter of concurrence from \_\_\_\_\_.
- ☐ The project will result in a net benefit to the Section 4(f) resource. Refer to attached letter of concurrence from \_\_\_\_\_.
- ☐ There is a minor use of a historic site.
- ☐ There is a minor use of a historic bridge.

- ☐ The project will construct an independent bikeway or walkway that requires use of a Section 4(f) park or recreation area. The documented approval by \_\_\_\_\_ is attached. In accordance with the FHWA memorandum (May 23, 1977), "Final Negative Declaration/Section 4(f) Statement for Independent Bikeway or Walkway Construction Projects," no individual Section 4(f) evaluation is required.
  - ☐ There is an actual or direct use or constructive use of a Section 4(f) resource that does not meet the requirements of a programmatic Section 4(f) evaluation.
- 

**Mitigation Measures/Measures to Minimize Harm**

None.



## Section 4(f) Resources Analysis Sheet (2 of 2)

Section 4(f) property name: Mesa High School

Location: Northwest corner of Southern Avenue and Oracle Road (see Figure 2) ☒ or see attached 4(f) map ☐

Ownership or administration: Mesa Public Schools

Type:

- |  |   |  |
|--|---|--|
| <input type="checkbox"/> public park                   | <input type="checkbox"/> wildlife refuge  | <input type="checkbox"/> historic site |
| <input checked="" type="checkbox"/> recreational lands | <input type="checkbox"/> waterfowl refuge |  |

A "use" of a Section 4(f) resource, as defined in 23 CFR § 774, occurs: 1) when land is permanently incorporated into a transportation facility; 2) when there is a temporary occupancy of land that is adverse in terms of the statute's preservationist purposes; or 3) when there is a constructive use of land. A constructive use of a Section 4(f) resource occurs when the transportation project does not incorporate land from resources, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. For example, a constructive use can occur when:

- a) the projected noise level increase, attributable to the project, substantially interferes with the use and enjoyment of a noise-sensitive facility of a resource protected by Section 4(f);
- b) the proximity of the proposed project substantially impairs aesthetic features or attributes of a resource protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the resource. An example of such an effect would be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a park or historic site which derives its value in substantial part due to its setting; and/or
- c) the project results in a restriction on access, which substantially diminishes the utility of a significant publicly-owned park, recreation area, or historic site.

- ☒ There is no actual (direct) use of this Section 4(f) resource because no project activities will occur on this property and no new ROW will be acquired from this resource.
- ☒ The project will not result in a constructive use of this Section 4(f) resource.
- ☐ There is a temporary occupancy of land that is minimal; therefore, there is no "use" of land (no adverse impact to existing or future land use) as defined in 23 CFR § 774. The documented agreement by \_\_\_\_\_ is attached.
- ☐ The project and the Section 4(f) resource are concurrently planned or developed. The documented agreement between ADOT and \_\_\_\_\_ is attached.
- ☐ There is a "no historic properties affected" or "no adverse effect" determination on a site listed in or eligible for listing in the NRHP. Refer to attached letter of concurrence from \_\_\_\_\_.
- ☐ A *de minimis* determination is appropriate. Refer to attached letter of concurrence from \_\_\_\_\_.
- ☐ There is a minor use of a public park, recreation land, or wildlife/waterfowl refuge. Refer to attached letter of concurrence from \_\_\_\_\_.
- ☐ The project will result in a net benefit to the Section 4(f) resource. Refer to attached letter of concurrence from \_\_\_\_\_.
- ☐ There is a minor use of a historic site.
- ☐ There is a minor use of a historic bridge.

HSIP-MES-0(224)D  
0000 MA MES SH544 01C  
Southern Avenue and Stapley Drive Intersection

- ☐ The project will construct an independent bikeway or walkway that requires use of a Section 4(f) park or recreation area. The documented approval by \_\_\_\_\_ is attached. In accordance with the FHWA memorandum (May 23, 1977), "Final Negative Declaration/Section 4(f) Statement for Independent Bikeway or Walkway Construction Projects," no individual Section 4(f) evaluation is required.
- ☐ There is an actual or direct use or constructive use of a Section 4(f) resource that does not meet the requirements of a programmatic Section 4(f) evaluation.

---

**Mitigation Measures/Measures to Minimize Harm**

None.

## Socioeconomic Impacts Analysis Sheet

### 1. Residential/Commercial Development and Displacements

Displacements required

- ☒ No  
☐ Yes
- Type:
  - No.:
  - Location:

Known planned developments impacted

- ☒ No  
☐ Yes
- Type:
  - Location:

### 2. Temporary and Permanent Access

- ☒ Temporary access impacts

During construction, traffic capacity at the intersection of Stapley Drive and Southern Avenue will be reduced and lane restrictions will occur. At least one through lane of traffic in each direction will be maintained, though a minimal night closure may be needed during intersection-paving activities. Pedestrian detours will be required, and the contractor shall place signs and temporary sidewalks, if necessary, directing pedestrians around construction. The existing bus stops will be temporarily relocated during construction, and appropriate signs will direct transit users and bus drivers to the relocated bus stops. Access to adjacent properties and intersecting side streets will be maintained throughout construction, though short closures of driveways (up to 2 hours) may be required during driveway reconstruction. If a property has multiple driveways, at least one driveway will be kept open at all times.

- ☐ Permanent access impacts

### 3. Neighborhood Continuity and Community Cohesion

- ☒ No impacts  
☐ Temporary impacts  
☐ Permanent impacts

---

#### Mitigation Measures

##### City of Mesa Responsibilities

- The City of Mesa will communicate traffic control measures with the public, local officials, and the media prior to and during construction activities. Communication may include, but is not limited to, media alerts, direct mailings to area businesses and property owners, information on freeway variable message signs, and paid newspaper notices.
- The City of Mesa will provide a construction notice to residents and businesses in the general project area at least 2 weeks prior to construction.
- With the exception of temporary, short-term closures (1–2 hours) of driveways, the contractor shall maintain driveway access to all businesses and residences throughout construction. If a given property has multiple driveways, at least one will remain open at all times.

##### Contractor Responsibilities

- At least 14 calendar days prior to construction, the contractor shall place advance-warning signs at locations designated by the City of Mesa to notify motorists, pedestrians, and bicyclists of construction-related delays.
- With the exception of temporary, short-term closures (1–2 hours) of driveways, the contractor shall maintain driveway access to all businesses and residences throughout construction. If a given property has multiple driveways, at least one shall remain open at all times.

Contractor Responsibilities (continued)

- The contractor shall place signs to direct pedestrians around construction. Pedestrian access to adjacent properties and across intersections shall be maintained.
- The contractor shall place signs directing transit users and bus drivers to the temporarily relocated bus stops. Access to the temporary bus stop areas shall be maintained.

## Construction-Related Impacts Analysis Sheet

☒ Traffic control measures required.

During construction, traffic capacity at the intersection of Stapley Drive and Southern Avenue will be reduced and lane restrictions will occur. At least one through lane of traffic in each direction will be maintained, though a minimal night closure may be needed during intersection-paving activities. Pedestrian detours will be required, and the contractor shall place signs and temporary sidewalks, if necessary, directing pedestrians around construction. The existing bus stop will be temporarily relocated during construction, and appropriate signs will direct transit users and bus drivers to the relocated bus stop. Access to adjacent properties and intersecting side streets will be maintained throughout construction, though short closures of driveways (up to 2 hours) may be required during driveway reconstruction. If a property has multiple driveways, at least one driveway will be kept open at all times.

☐ Detours necessary.

☐ Other.

Traffic control will be in accordance with the most current *Manual on Uniform Traffic Control Devices for Streets and Highways*, published by the US Department of Transportation, FHWA, including any revisions or additions, and/or associated provisions in the project plans, as determined by:

☐ The ADOT Traffic Design Section during design.

☒ The City of Mesa during the certification acceptance or self-bid and administer process.

---

### Mitigation Measures

#### City of Mesa Responsibilities

- The City of Mesa will communicate traffic control measures with the public, local officials, and the media prior to and during construction activities. Communication may include, but is not limited to, media alerts, direct mailings to area businesses and property owners, information on freeway variable message signs, and paid newspaper notices.
- The City of Mesa will provide a construction notice to residents and businesses in the general project area at least 2 weeks prior to construction.
- With the exception of temporary, short-term closures (1–2 hours) of driveways, the contractor shall maintain driveway access to all businesses and residences throughout construction. If a given property has multiple driveways, at least one will remain open at all times.

#### Contractor Responsibilities

- At least 14 calendar days prior to construction, the contractor shall place advance-warning signs at locations designated by the City of Mesa to notify motorists, pedestrians, and bicyclists of construction-related delays.
- With the exception of temporary, short-term closures (1–2 hours) of driveways, the contractor shall maintain driveway access to all businesses and residences throughout construction. If a given property has multiple driveways, at least one shall remain open at all times.
- The contractor shall place signs to direct pedestrians around construction. Pedestrian access to adjacent properties and across intersections shall be maintained.
- The contractor shall place signs directing transit users and bus drivers to the temporarily relocated bus stops. Access to the temporary bus stop areas shall be maintained.

## Utilities Analysis Sheet

Utilities present:

- American Traffic Solutions photo-enforcement cameras
- City of Mesa gas lines
- City of Mesa fiber optic traffic signal conduit
- City of Mesa water lines
- City of Mesa storm drains
- City of Mesa sanitary sewer lines
- Cox Communications television cables
- CenturyLink fiber network cable
- Southwest Gas line
- SRP overhead and buried power lines
- SRP irrigation pipes and a private irrigation pipe

☐ Utility work is not anticipated.

☒ Utilities are involved with the project. The City of Mesa will coordinate with utility companies and investigate potential utility relocations during final design.

☐ Type of work involved:

☐ Relocation      ☐ Temporary disconnection of service      ☐ Other \_\_\_\_\_

☐ The work will be performed by:

☐ ADOT      ☐ Contractor      ☐ Utility company      ☐ Other \_\_\_\_\_

☐ The utility customers affected by utility work will be notified \_\_\_\_\_ days prior to the start of construction by:

☐ ADOT      ☐ Contractor      ☐ Utility company      ☐ To be determined

☐ No utility work is anticipated as part of this railroad project; however, \_\_\_\_\_ will investigate utility involvement during the project design phase.

---

### Mitigation Measures

#### City of Mesa Responsibility

- The City of Mesa will investigate utility involvement during the final project design phase.

### Hazardous Materials Evaluation Analysis Sheet

- ☐ Load-bearing structures will be modified or altered on the project.  
Date asbestos survey completed:  
Findings:  
☐ NESHAP notification required.
- ☐ Work will occur on existing structures that have been previously painted.  
Date test for RCRA metals or lead completed:  
Findings:
- ☒ Paint striping will be obliterated.  
Date test for RCRA metals or lead completed: 05/31/2012  
Findings: Regulated levels of lead were detected in the yellow roadway paint on Southern Avenue and in the yellow median paint on Stapley Drive just south of Harmony Avenue.
- ☒ Records check of ADEQ and EPA databases was conducted.  
Date completed: 05/26/2012  
Findings: The following were reported in or near the project area: two inactive CERCLIS sites; two inactive RCRA sites and two RCRA sites outside the project limits; a WQARF and Superfund Site; several closed UST sites; several closed LUST sites; several ERNS incidents that are likely closed and occurred long enough ago that they are no longer a concern; dry wells outside the ROW; and two dry cleaners that are outside the project area and have no releases. None of these sites or incidents should impact, or be impacted by, project activities.
- ☐ Tribes were contacted regarding their records.  
Date completed:  
Findings:
- ☒ PISA was conducted.  
Dates ADOT approved: 08/31/2012, 03/13/2013  
Findings: A site visit conducted on 05/31/2012 did not identify any readily apparent hazardous materials issues. No sites or incidents obtained during the records search should impact, or be impacted by, project activities. Regulated levels of lead were identified in the yellow paint striping on Southern Avenue and in the yellow paint on a median on Stapley Drive near Harmony Avenue. The City of Mesa stated that a buried waterline known to contain asbestos will be removed as part of project construction. The waterline should be removed and disposed of in accordance with regulatory requirements and ADOT guidelines.
- ☐ Phase I study was conducted.  
Date completed:  
Findings:  
Findings of hazardous materials assessment: Lead-based paint was identified in the project area and the appropriate mitigation measures are required for its removal. In addition, a buried waterline that will be removed during the project is known to contain asbestos and will be removed and disposed of in accordance with regulatory requirements and ADOT guidelines. No other hazardous materials concerns were identified for this project. If additional suspected hazardous materials are encountered during construction, work shall cease and the City of Mesa Engineer shall be contacted to arrange for the proper assessment, treatment, or disposal of those materials.

## **Mitigation Measures**

### City of Mesa Responsibilities

- The City of Mesa project manager will contact the Arizona Department of Transportation Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) 30 days prior to bid advertisement to determine the need for additional site assessment.
- No pavement striping obliteration will occur until the Lead-Based Paint Removal and Abatement Plan is approved and implemented.
- The City of Mesa will complete an asbestos assessment of the sidewalks that will be affected by this project prior to any disturbance of the sidewalks.

### Contractor Responsibilities

- For pavement striping obliteration:
  - An approved contractor shall develop and implement a Lead-Based Paint Removal and Abatement Plan for the removal of the lead-based paint, Toxicity Characteristic Leaching Procedure testing of the generated waste stream, and proper disposal of the waste stream derived from the removal of the yellow paint striping on Southern Avenue within the project limits. A list of approved lead-based paint abatement contractors is attached to the special provisions. The contractor shall follow all applicable federal, state, and local codes and regulations, including Arizona Department of Transportation Standard Specifications, related to the treatment and handling of lead-based paint.
  - The contractor shall submit a Lead-Based Paint Removal and Abatement Plan for the removal of yellow paint striping on Southern Avenue within the project limits to the City of Mesa Engineer and the Arizona Department of Transportation Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) for review and approval at least 10 working days prior to pavement striping obliteration.
  - No pavement striping obliteration shall occur until the Lead-Based Paint Removal and Abatement Plan is approved by the Arizona Department of Transportation Hazardous Materials Coordinator and implemented.
  - Visible fugitive dust emissions from paint removal shall be controlled through wet or dry (e.g., vacuum) means during the removal process. If the liquid waste stream generated by a water-blasting obliteration method passes the Toxicity Characteristic Leaching Process analysis, it may be used as a dust palliative or for compaction on the project. If the water is not used on the project, it shall be properly disposed of in accordance with all applicable federal, state, and local regulations.
- If suspected hazardous materials are encountered during construction, work shall cease at that location and the City of Mesa Engineer shall be contacted to arrange for the proper assessment, treatment, or disposal of those materials.



### Noise Analysis Sheet

- ☐ Quantitative analysis required
- ☐ Project adds capacity or alters alignment  
and
- ☐ Receivers/customers are present
- ☐ Results of quantitative analysis
- ☐ Noise report completed on \_\_\_\_\_.  
Findings and mitigation.
- ☒ Qualitative analysis required
- ☒ Project does not add capacity or alter alignment  
and/or
- ☐ Receivers/customers are not present
- ☒ Qualitative analysis
- This project was evaluated using the "Arizona Department of Transportation's Noise Abatement Policy," July 13, 2011. The policy was written to conform to the federal policy and guidelines as stated in "Title 23, Code of Federal Regulations, Part 772." Due to the nature of the work this project involves, this project will not increase current noise levels or present a negative impact. Construction noise will be controlled in accordance with the *Arizona Department of Transportation Standard Specifications for Road and Bridge Construction*, Section 104.08 (2008 Edition), special provisions, and local rules or ordinances.

---

#### Mitigation Measures

None.

### AZPDES/NPDES Permit Analysis Sheet

- ☒ The project involves the ground disturbance of 1 or more acres and a general AZPDES permit will be required.
  - ☐ The project is located within 0.25 mile of \_\_\_\_\_, a \_\_\_\_\_ water.
  - ☒ The project is located in the City of Mesa, a designated MS4.
  - ☐ The project is federally funded; therefore, \_\_\_\_\_, in accordance with 23 CFR 650(b), shall determine if design features to reduce erosion and minimize sedimentation during and after construction are required.
- 

#### Mitigation Measures

##### City of Mesa Responsibilities

- The City of Mesa will ensure that a Stormwater Pollution Prevention Plan meeting the requirements of the current Arizona Pollutant Discharge Elimination System General Permit for Discharge from Construction Activities issued by the Arizona Department of Environmental Quality is prepared and approved for the project.
- The City of Mesa will approve the Stormwater Pollution Prevention Plan and, upon approval, will submit a Notice of Intent to the Arizona Department of Environmental Quality. Upon final acceptance of the project, the City of Mesa will submit a Notice of Termination for the project to the Arizona Department of Environmental Quality.

##### Contractor Responsibilities

- The contractor shall prepare and implement a Stormwater Pollution Prevention Plan. The contractor shall also prepare a Notice of Intent and a Notice of Termination meeting the terms and conditions of the Arizona Pollutant Discharge Elimination System general permit.
- Upon approval of the Stormwater Pollution Prevention Plan by the City of Mesa, the contractor shall submit a Notice of Intent to the Arizona Department of Environmental Quality. Upon final acceptance of the project by the City of Mesa, the contractor shall submit a Notice of Termination for the project to the Arizona Department of Environmental Quality. The contractor shall provide copies of the completed final Stormwater Pollution Prevention Plan and the contractor Notice of Intent and Notice of Termination to the City of Mesa.
- This project is located within a designated municipal separate storm sewer system. Therefore, the contractor shall send a copy of the certificate authorizing permit coverage and a copy of the Notice of Termination acknowledgement letter to the City of Mesa.

### Air Quality Analysis Sheet

- ☒ The project is located in a non-attainment or maintenance area.  
Name of areas: Phoenix PM<sub>10</sub> Nonattainment Area; Phoenix O<sub>3</sub> Nonattainment Area; Phoenix CO Maintenance Area  
Pollutants: PM<sub>10</sub>, O<sub>3</sub>, CO
- ☐ Exempt from conformity.  
The project will not interfere with transportation control measure implementation requirements as directed by state and metropolitan planning organizations.
- ☒ While the project is not on the conformity list, the nature of the work this project requires will not interfere with transportation control measure implementation.
- ☐ Not exempt from conformity.  
☐ Microscale analysis completed on \_\_\_\_\_.
- ☐ The project is located in the Tucson Region Carbon Monoxide Limited Maintenance Area Plan.  
☐ The project will have no negative effect on air quality and, pursuant to 40 CFR 93.116, this project is in conformity.
- ☐ Not exempt from conformity.  
☐ Microscale analysis completed on \_\_\_\_\_.

The purpose of this project is to improve traffic movement through the Southern Avenue and Stapley Drive intersection by constructing a wider intersection. This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns. Consequently, this effort is exempt from analysis for MSATs.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in VMT, FHWA predicts MSATs will decline in the range of 57 percent to 87 percent, from 2000 to 2020, based on regulations now in effect, even with a projected 64 percent increase in VMT. This will both reduce the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

---

#### Mitigation Measures

None.

## **Mitigation Measures**

### City of Mesa Responsibilities

- All disturbed soils that will not be landscaped or otherwise permanently stabilized by construction will be seeded using species native to the project vicinity.
- The City of Mesa will communicate traffic control measures with the public, local officials, and the media prior to and during construction activities. Communication may include, but is not limited to, media alerts, direct mailings to area businesses and property owners, information on freeway variable message signs, and paid newspaper notices.
- The City of Mesa will provide a construction notice to residents and businesses in the general project area at least 2 weeks prior to construction.
- With the exception of temporary, short-term closures (1–2 hours) of driveways, the contractor shall maintain driveway access to all businesses and residences throughout construction. If a given property has multiple driveways, at least one will remain open at all times.
- The City of Mesa will investigate utility involvement during the final project design phase.
- The City of Mesa project manager will contact the Arizona Department of Transportation Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) 30 days prior to bid advertisement to determine the need for additional site assessment.
- No pavement striping obliteration will occur until the Lead-Based Paint Removal and Abatement Plan is approved and implemented.
- The City of Mesa will complete an asbestos assessment of the sidewalks that will be affected by this project prior to any disturbance of the sidewalks.
- The City of Mesa will ensure that a Stormwater Pollution Prevention Plan meeting the requirements of the current Arizona Pollutant Discharge Elimination System General Permit for Discharge from Construction Activities issued by the Arizona Department of Environmental Quality is prepared and approved for the project.
- The City of Mesa will approve the Stormwater Pollution Prevention Plan and, upon approval, will submit a Notice of Intent to the Arizona Department of Environmental Quality. Upon final acceptance of the project, the City of Mesa will submit a Notice of Termination for the project to the Arizona Department of Environmental Quality.

### Contractor Responsibilities

- To prevent the introduction of invasive species seeds, all earthmoving and hauling equipment shall be washed at the contractor's storage facility prior to entering the construction site.
- All disturbed soils that will not be landscaped or otherwise permanently stabilized by construction shall be seeded using species native to the project vicinity.
- To prevent invasive species seeds from leaving the site, the contractor shall inspect all construction equipment and remove all attached plant/vegetation and soil/mud debris prior to leaving the construction site.
- At least 14 calendar days prior to construction, the contractor shall place advance-warning signs at locations designated by the City of Mesa to notify motorists, pedestrians, and bicyclists of construction-related delays.
- With the exception of temporary, short-term closures (1–2 hours) of driveways, the contractor shall maintain driveway access to all businesses and residences throughout construction. If a given property has multiple driveways, at least one shall remain open at all times.
- The contractor shall place signs to direct pedestrians around construction. Pedestrian access to adjacent properties and across intersections shall be maintained.
- The contractor shall place signs directing transit users and bus drivers to the temporarily relocated bus stops. Access to the temporary bus stop areas shall be maintained.

Contractor Responsibilities (continued)

- If previously unidentified cultural resources are encountered during activity related to the construction of the project, the contractor shall stop work immediately at that location and shall take all reasonable steps to secure the preservation of those resources. The City of Mesa Engineer will contact the Arizona Department of Transportation Environmental Planning Group Historic Preservation Team at 602.712.8636 or 602.712.7767 immediately and make arrangements for the proper treatment of those resources.
- For pavement striping obliteration:
  - An approved contractor shall develop and implement a Lead-Based Paint Removal and Abatement Plan for the removal of the lead-based paint, Toxicity Characteristic Leaching Procedure testing of the generated waste stream, and proper disposal of the waste stream derived from the removal of the yellow paint striping on Southern Avenue within the project limits. A list of approved lead-based paint abatement contractors is attached to the special provisions. The contractor shall follow all applicable federal, state, and local codes and regulations, including Arizona Department of Transportation Standard Specifications, related to the treatment and handling of lead-based paint.
  - The contractor shall submit a Lead-Based Paint Removal and Abatement Plan for the removal of yellow paint striping on Southern Avenue within the project limits to the City of Mesa Engineer and the Arizona Department of Transportation Hazardous Materials Coordinator (602.920.3882 or 602.712.7767) for review and approval at least 10 working days prior to pavement striping obliteration.
  - No pavement striping obliteration shall occur until the Lead-Based Paint Removal and Abatement Plan is approved by the Arizona Department of Transportation Hazardous Materials Coordinator and implemented.
  - Visible fugitive dust emissions from paint removal shall be controlled through wet or dry (e.g., vacuum) means during the removal process. If the liquid waste stream generated by a water-blasting obliteration method passes the Toxicity Characteristic Leaching Process analysis, it may be used as a dust palliative or for compaction on the project. If the water is not used on the project, it shall be properly disposed of in accordance with all applicable federal, state, and local regulations.
- If suspected hazardous materials are encountered during construction, work shall cease at that location and the City of Mesa Engineer shall be contacted to arrange for the proper assessment, treatment, or disposal of those materials.
- The contractor shall prepare and implement a Stormwater Pollution Prevention Plan. The contractor shall also prepare a Notice of Intent and a Notice of Termination meeting the terms and conditions of the Arizona Pollutant Discharge Elimination System general permit.
- Upon approval of the Stormwater Pollution Prevention Plan by the City of Mesa, the contractor shall submit a Notice of Intent to the Arizona Department of Environmental Quality. Upon final acceptance of the project by the City of Mesa, the contractor shall submit a Notice of Termination for the project to the Arizona Department of Environmental Quality. The contractor shall provide copies of the completed final Stormwater Pollution Prevention Plan and the contractor Notice of Intent and Notice of Termination to the City of Mesa.
- This project is located within a designated municipal separate storm sewer system. Therefore, the contractor shall send a copy of the certificate authorizing permit coverage and a copy of the Notice of Termination acknowledgement letter to the City of Mesa.



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**ARIZONA DIVISION**

4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500  
(602) 379-3646  
Fax: (602) 382-8998  
<http://www.fhwa.dot.gov/azdiv/index.htm>

September 12, 2012

In Reply Refer To:  
MES-0(224)T  
HOP-AZ

MES-0(224)T  
TRACS No 0000 MA MES SH544 01C  
Southern Avenue and Stapley Drive Intersection  
Initial Section 106 Consultation  
"no historic properties affected"

Mr. Steve Ross, Cultural Resources Manager  
Arizona State Land Department  
1616 West Adams Street  
Phoenix, Arizona 85007

Dear Mr. Ross:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are assisting the City of Mesa in an intersection reconfiguration, pedestrian and bicyclist safety, transit, storm drainage, and utility improvements project along Southern Avenue from Horne Road east to Oracle Road and along Stapley Drive from US 60 north to 8th Avenue in the City of Mesa, Maricopa County, Arizona. This project is in Sections 25, 26, 35, and 36 of Township 1 North, Range 5 East on the Mesa (1982), Arizona, United States Geological Survey quadrangle. Because this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project occurs primarily within City of Mesa right-of way (ROW) and easement across land administered by the Arizona State Land Department (ASLD). Early consultation in July 2012 outlined the project scope and consulting parties. One consulting party, ASLD, was inadvertently omitted, however. Consulting parties for this project are FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the City of Mesa, ASLD, the Hopi Tribe, the Pascua Yaqui Tribe, the Salt River Pima-Maricopa Indian Community, the Tonto Apache Tribe, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

The area of potential effects (APE) consists of the existing 110-foot to 140-foot ROW, new ROW acquisitions, and temporary construction easements (TCEs) along the project roadways (Stapley Drive and Southern Avenue). Because of the nature of the project improvements, which have no vertical components, but only a horizontal expression occurring at or just above ground level, visual effects to cultural resources are not anticipated. No lasting auditory or atmospheric effects are anticipated. Please refer to the enclosed project vicinity map to assist in your review.

There have been changes to the scope of work for the project since the early consultation. The current scope of work consists of widening the intersection to three through lanes in each direction, providing an additional left-turn lane in each direction of the intersection, constructing a right-turn lane to southbound Stapley Drive, extending the new through lanes along northbound and southbound Stapley Drive from Southern Avenue to US 60, and resurfacing and rehabilitating sections of pavement along the roadway approaches to the intersection. In addition, raised medians would be constructed to enhance access control, reduce left-turn crashes, and to serve as a pedestrian refuge. Barrier walls would be constructed for residential parcels along sections of both project roadways. New bicycle lanes and deceleration lanes

would be constructed on Southern Avenue and Stapley Drive. Existing sidewalks, sidewalk ramps, and driveways would be reconstructed to Americans with Disabilities Act standards. Storm drains would be constructed and sanitary sewer lines would be replaced along project roadways. Potable water and natural gas lines would be replaced and irrigation, electric power, and other utility lines would be relocated and reconstructed.

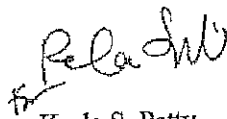
Acquisition of narrow slivers of new ROW would be required in each segment of the intersection and at the roadway approaches to accommodate widening, but no acquisition of buildings is anticipated. TCEs also would be required.

A Design Concept Report, *Southern Avenue and Stapley Drive Intersection*, was prepared by EPS Group, Inc. (2012) describing the project scope of work. The report recommended that an archaeological survey of the APE was not warranted because of prior ground disturbance resulting from urban development. SHPO previously concurred with the recommendation (Swiecki for Petty [FHWA] to Jacobs [SHPO], July 17, 2012; SHPO concurrence July 19, 2012).

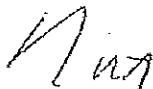
Based on a review of the Maricopa County Assessor's Records, only one house of historic age is within the APE. In accordance with recommendations in the Design Concept Report, an EcoPlan Associates, Inc., historian conducted a field view of the project area on July 18, 2012, and prepared an Arizona Historic Property Inventory Form for the 1935 building. The form is enclosed for your review and comment. Originally a residence, the building is now a commercial retail property, an undistinguished example of a common type, and therefore is recommended not eligible for listing on the National Register of Historic Places. It also has been heavily altered. No other historic age properties lie within the APE. The historic route of US 60 through Mesa extended along Main Street, outside of the project area. The Superstition Freeway, the current route of US 60, was constructed during the 1970s and 1980s and, as a result, is too recent to be a contributing element of the Historic State Highway System.

Based on the above, FHWA has determined that a finding of "no historic properties affected" is appropriate for this undertaking. Please review the information provided in this letter and enclosures. If you agree with the FHWA eligibility recommendation and determination of project effect, please indicate your concurrence by signing on the line provided. If you have any questions or concerns, please contact ADOT Historic Preservation Specialist Erin Bodine at 602-712-8640 or at [ebodine@azdot.gov](mailto:ebodine@azdot.gov).

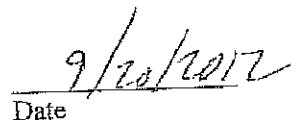
Sincerely,



Karla S. Petty  
Division Administrator



Signature for ASLD Concurrence  
MES-0(224)T

  
Date

Enclosures

cc:  
Mr. Ruben Ojeda, Manager, Right-of-way Section, Arizona State Land Department,  
1616 W. Adams St., Phoenix, AZ 85007



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**ARIZONA DIVISION**

4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500

(802) 379-3646

Fax: (802) 382-8998

<http://www.fhwa.dot.gov/azdiv/index.htm>

September 12, 2012

In Reply Refer To:  
MES-0(224)T  
HOP-AZ

MES-0(224)T  
TRACS No 0000 MA MES SH544 01C  
Southern Avenue and Stapley Drive Intersection  
Initial Section 106 Consultation  
"no historic properties affected"

Mr. John Wesley, Acting Historic Preservation Officer  
City of Mesa  
P.O. Box 1466  
Mesa, Arizona 85211-1466

Dear Mr. Wesley:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are assisting the City of Mesa in an intersection reconfiguration, pedestrian and bicyclist safety, transit, storm drainage, and utility improvements project along Southern Avenue from Horne Road east to Oracle Road and along Stapley Drive from US 60 north to 8th Avenue in the City of Mesa, Maricopa County, Arizona. This project is in Sections 25, 26, 35, and 36 of Township 1 North, Range 5 East on the Mesa (1982), Arizona, United States Geological Survey quadrangle. Because this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project occurs primarily within City of Mesa right-of way (ROW) and easement across land administered by the Arizona State Land Department (ASLD). Early consultation in July 2012 outlined the project scope and consulting parties. One consulting party, ASLD, was inadvertently omitted, however. Consulting parties for this project are FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the City of Mesa, ASLD, the Hopi Tribe, the Pascua Yaqui Tribe, the Salt River Pima-Maricopa Indian Community, the Tonto Apache Tribe, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

The area of potential effects (APE) consists of the existing 110-foot to 140-foot ROW, new ROW acquisitions, and temporary construction easements (TCEs) along the project roadways (Stapley Drive and Southern Avenue). Because of the nature of the project improvements, which have no vertical components, but only a horizontal expression occurring at or just above ground level, visual effects to cultural resources are not anticipated. No lasting auditory or atmospheric effects are anticipated. Please refer to the enclosed project vicinity map to assist in your review.

There have been changes to the scope of work for the project since the early consultation. The current scope of work consists of widening the intersection to three through lanes in each direction, providing an additional left-turn lane in each direction of the intersection, constructing a right-turn lane to southbound Stapley Drive, extending the new through lanes along northbound and southbound Stapley Drive from Southern Avenue to US 60, and resurfacing and rehabilitating sections of pavement along the roadway approaches to the intersection. In addition, raised medians would be constructed to enhance access control, reduce left-turn crashes, and to serve as a pedestrian refuge. Barrier walls would be constructed for residential parcels along sections of both project roadways. New bicycle lanes and deceleration lanes



would be constructed on Southern Avenue and Stapley Drive. Existing sidewalks, sidewalk ramps, and driveways would be reconstructed to Americans with Disabilities Act standards. Storm drains would be constructed and sanitary sewer lines would be replaced along project roadways. Potable water and natural gas lines would be replaced and irrigation, electric power, and other utility lines would be relocated and reconstructed.


Acquisition of narrow slivers of new ROW would be required in each segment of the intersection and at the roadway approaches to accommodate widening, but no acquisition of buildings is anticipated. TCEs also would be required.

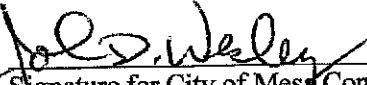
A Design Concept Report, *Southern Avenue and Stapley Drive Intersection*, was prepared by EPS Group, Inc. (2012) describing the project scope of work. The report recommended that an archaeological survey of the APE was not warranted because of prior ground disturbance resulting from urban development. SHPO previously concurred with the recommendation (Swiecki for Petty [FHWA] to Jacobs [SHPO], July 17, 2012; SHPO concurrence July 19, 2012).

Based on a review of the Maricopa County Assessor's Records, only one house of historic age is within the APE. In accordance with recommendations in the Design Concept Report, an EcoPlan Associates, Inc., historian conducted a field view of the project area on July 18, 2012, and prepared an Arizona Historic Property Inventory Form for the 1935 building. The form is enclosed for your review and comment. Originally a residence, the building is now a commercial retail property, an undistinguished example of a common type, and therefore is recommended not eligible for listing on the National Register of Historic Places. It also has been heavily altered. No other historic age properties lie within the APE. The historic route of US 60 through Mesa extended along Main Street, outside of the project area. The Superstition Freeway, the current route of US 60, was constructed during the 1970s and 1980s and, as a result, is too recent to be a contributing element of the Historic State Highway System.

Based on the above, FHWA has determined that a finding of "no historic properties affected" is appropriate for this undertaking. Please review the information provided in this letter and enclosures. If you agree with the FHWA eligibility recommendation and determination of project effect, please indicate your concurrence by signing on the line provided. If you have any questions or concerns, please contact ADOT Historic Preservation Specialist Erin Bodine at 602-712-8640 or at [ebodine@azdot.gov](mailto:ebodine@azdot.gov).

Sincerely,

  
for  
Karla S. Petty  
Division Administrator

  
Signature for City of Mesa Concurrence  
MES-0(224)T

Enclosures

9/13/12  
Date



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**ARIZONA DIVISION**

4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500  
(602) 379-3646  
Fax: (602) 382-8998  
<http://www.fhwa.dot.gov/azdiv/index.htm>

July 17, 2012

In Reply Refer To:  
MES-0(224)T  
HOP-AZ

MES-0(224)T  
TRACS No. 0000 MA MES SH544 01C  
Southern Ave. and Stapley Dr. Intersection  
Early Section 106 Consultation

Dr. David Jacobs, Compliance Specialist  
State Historic Preservation Office  
1300 West Washington Street  
Phoenix, Arizona 85007

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are assisting the City of Mesa with a road widening project located along Southern Avenue from south Horne Road east to south Oracle Road and along Stapley Drive from the US Highway 60 (US 60) to 8<sup>th</sup> Avenue in the City of Mesa, Maricopa County, Arizona. As this project employs federal funds, it is considered an undertaking subject to Section 106 review.

The project occurs on City of Mesa right-of-way (ROW) and ADOT ROW. Consulting parties for this project include FHWA, ADOT, the State Historic Preservation Office (SHPO), the City of Mesa, the Hopi Tribe, the Pascua Yaqui Tribe (PYT), the Salt River Pima-Maricopa Indian Community (SRP-MIC), the Tonto Apache Tribe (TAT), the White Mountain Apache Tribe (WMAT), and the Yavapai-Apache Nation (YAN).

The scope of this project proposes to add a third lane and dual left turn lane on all four legs of the Southern and Stapley Intersection to increase capacity and decrease congestion. New bus bays, sidewalk ramps, and driveways would be installed and medians would be raised. Existing sidewalk ramps and driveways would be upgraded to Americans with Disabilities Act (ADA) Standards. The additional through lanes would begin approximately 500 feet before the intersection and would extend 1000 feet past the intersection on the west, east and north legs. The proposed additional through lanes along Stapley Drive, south of Southern Avenue would extend for one-half of a mile to the north US 60 interchange ramps. The project would also include improvements to the existing storm drain system, and the replacement of several sections of existing sanitary sewer, potable water, and natural gas lines. New ROW and Temporary Construction Easements (TCE) would be anticipated for the project.

A Design Concept Report (DCR) has been prepared by EPS Group, Inc. for the City of Mesa in order to describe the project scope and assess the potential project issues. The DCR, "*Southern Avenue and Stapley Drive Intersection*" (April, 2012) is enclosed for your review and comment.

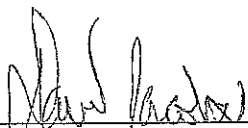
The DCR recommends that a Class III Cultural Survey would not warrant information as the project area is completely developed and disturbed. Preliminary research has been done, noting that one historic age building may be affected by the project and therefore would be documented for its National Register of Historic Places (NRHP) eligibility.

As the APE has not yet been defined and the cultural resources inventory has not yet occurred for this project, FHWA is not currently making any determinations of project effect. As additional information regarding project scope and historic properties become available, they will be provided to your agency through continued Section 106 consultation. If you agree with FHWA's recommendation for not needing a Class III survey, please indicate your concurrence by signing below. If you have any questions or concerns, please feel free to contact Erin Bodine at 602-712-8640 or e-mail [ebodine@azdot.gov](mailto:ebodine@azdot.gov).

Sincerely,



for Karla S. Petty  
Division Administrator



Signature for SHPO Concurrence  
MES-0(224)T/

19 JULY 12

Date

Enclosure





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**ARIZONA DIVISION**

4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500  
(602) 379-3646  
Fax: (602) 382-8998  
<http://www.fhwa.dot.gov/azdiv/index.htm>

September 12, 2012

In Reply Refer To:  
MES-0(224)T  
HOP-AZ

MES-0(224)T  
TRACS No 0000 MA MES SH544 01C  
Southern Avenue and Stapley Drive Intersection  
Initial Section 106 Consultation  
"no historic properties affected"

Dr. David Jacobs, Compliance Specialist  
State Historic Preservation Office  
Arizona State Parks  
1300 West Washington Street  
Phoenix, Arizona 85007

Dear Dr. Jacobs:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are assisting the City of Mesa in an intersection reconfiguration, pedestrian and bicyclist safety, transit, storm drainage, and utility improvements project along Southern Avenue from Horne Road east to Oracle Road and along Stapley Drive from US 60 north to 8th Avenue in the City of Mesa, Maricopa County, Arizona. This project is in Sections 25, 26, 35, and 36 of Township 1 North, Range 5 East on the Mesa (1982), Arizona, United States Geological Survey quadrangle. Because this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project occurs primarily within City of Mesa right-of way (ROW) and easement across land administered by the Arizona State Land Department (ASLD). Early consultation in July 2012 outlined the project scope and consulting parties. One consulting party, ASLD, was inadvertently omitted, however. Consulting parties for this project are FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the City of Mesa, ASLD, the Hopi Tribe, the Pascua Yaqui Tribe, the Salt River Pima-Maricopa Indian Community, the Tonto Apache Tribe, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

The area of potential effects (APE) consists of the existing 110-foot to 140-foot ROW, new ROW acquisitions, and temporary construction easements (TCEs) along the project roadways (Stapley Drive and Southern Avenue). Because of the nature of the project improvements, which have no vertical components, but only a horizontal expression occurring at or just above ground level, visual effects to cultural resources are not anticipated. No lasting auditory or atmospheric effects are anticipated. Please refer to the enclosed project vicinity map to assist in your review.

There have been changes to the scope of work for the project since the early consultation. The current scope of work consists of widening the intersection to three through lanes in each direction, providing an additional left-turn lane in each direction of the intersection, constructing a right-turn lane to southbound Stapley Drive, extending the new through lanes along northbound and southbound Stapley Drive from Southern Avenue to US 60, and resurfacing and rehabilitating sections of pavement along the roadway approaches to the intersection. In addition, raised medians would be constructed to enhance access

control, reduce left-turn crashes, and to serve as a pedestrian refuge. Barrier walls would be constructed for residential parcels along sections of both project roadways. New bicycle lanes and deceleration lanes would be constructed on Southern Avenue and Stapley Drive. Existing sidewalks, sidewalk ramps, and driveways would be reconstructed to Americans with Disabilities Act standards. Storm drains would be constructed and sanitary sewer lines would be replaced along project roadways. Potable water and natural gas lines would be replaced and irrigation, electric power, and other utility lines would be relocated and reconstructed.

Acquisition of narrow slivers of new ROW would be required in each segment of the intersection and at the roadway approaches to accommodate widening, but no acquisition of buildings is anticipated. TCEs also would be required.

A Design Concept Report, *Southern Avenue and Stapley Drive Intersection*, was prepared by EPS Group, Inc. (2012) describing the project scope of work. The report recommended that an archaeological survey of the APE was not warranted because of prior ground disturbance resulting from urban development. SHPO previously concurred with the recommendation (Swiecki for Petty [FHWA] to Jacobs [SHPO], July 17, 2012; SHPO concurrence July 19, 2012).


Based on a review of the Maricopa County Assessor's Records, only one house of historic age is within the APE. In accordance with recommendations in the Design Concept Report, an EcoPlan Associates, Inc., historian conducted a field view of the project area on July 18, 2012, and prepared an Arizona Historic Property Inventory Form for the 1935 building. The form is enclosed for your review and comment. Originally a residence, the building is now a commercial retail property, an undistinguished example of a common type, and therefore is recommended not eligible for listing on the National Register of Historic Places. It also has been heavily altered. No other historic age properties lie within the APE. The historic route of US 60 through Mesa extended along Main Street, outside of the project area. The Superstition Freeway, the current route of US 60, was constructed during the 1970s and 1980s and, as a result, is too recent to be a contributing element of the Historic State Highway System.

Based on the above, FHWA has determined that a finding of "no historic properties affected" is appropriate for this undertaking. Please review the information provided in this letter and enclosures. If you agree with the FHWA eligibility recommendation and determination of project effect, please indicate your concurrence by signing on the line provided. If you have any questions or concerns, please contact ADOT Historic Preservation Specialist Erin Bodine at 602-712-8640 or at [ebodine@azdot.gov](mailto:ebodine@azdot.gov).

Sincerely,

  
for

Karla S. Petty  
Division Administrator

  
Signature for SHPO Concurrence  
MES-0(224)T/

19 SEP 12  
Date

Enclosures

cc: Erin Bodine, ADOT



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**ARIZONA DIVISION**

4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500  
(602) 379-3646  
Fax: (602) 382-8998  
<http://www.fhwa.dot.gov/azdiv/index.htm>

September 12, 2012

In Reply Refer To:  
MES-0(224)T  
HOP-AZ

MES-0(224)T  
TRACS No 0000 MA MES SH544 01C  
Southern Avenue and Stapley Drive Intersection  
Initial Section 106 Consultation  
"no historic properties affected"

Mr. Leigh Kuwanwisiwma, Director  
Cultural Preservation Office  
Hopi Tribe  
P.O. Box 123  
Kykotsmovi, Arizona 86039

Dear Mr. Kuwanwisiwma:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are assisting the City of Mesa in an intersection reconfiguration, pedestrian and bicyclist safety, transit, storm drainage, and utility improvements project along Southern Avenue from Home Road east to Oracle Road and along Stapley Drive from US 60 north to 8th Avenue in the City of Mesa, Maricopa County, Arizona. This project is in Sections 25, 26, 35, and 36 of Township 1 North, Range 5 East on the Mesa (1982), Arizona, United States Geological Survey quadrangle. Because this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project occurs primarily within City of Mesa right-of way (ROW) and easement across land administered by the Arizona State Land Department (ASLD). Early consultation in July 2012 outlined the project scope and consulting parties. One consulting party, ASLD, was inadvertently omitted, however. Consulting parties for this project are FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the City of Mesa, ASLD, the Hopi Tribe, the Pascua Yaqui Tribe, the Salt River Pima-Maricopa Indian Community, the Tonto Apache Tribe, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

The area of potential effects (APE) consists of the existing 110-foot to 140-foot ROW, new ROW acquisitions, and temporary construction easements (TCEs) along the project roadways (Stapley Drive and Southern Avenue). Because of the nature of the project improvements, which have no vertical components, but only a horizontal expression occurring at or just above ground level, visual effects to cultural resources are not anticipated. No lasting auditory or atmospheric effects are anticipated. Please refer to the enclosed project vicinity map to assist in your review.

At this time, FHWA is inquiring whether you have any concerns regarding historic properties of traditional, religious, cultural, or historical importance to your community within the APE. Any information you provide within 30 days of receipt of this letter will be considered in the project planning. If your community opts to participate in cultural resource consultation at a later date, FHWA will make a good faith effort to address your concerns.

There have been changes to the scope of work for the project since the early consultation. The current scope of work consists of widening the intersection to three through lanes in each direction, providing an additional left-turn lane in each direction of the intersection, constructing a right-turn lane to southbound Stapley Drive, extending the new through lanes along northbound and southbound Stapley Drive from Southern Avenue to US 60, and resurfacing and rehabilitating sections of pavement along the roadway approaches to the intersection. In addition, raised medians would be constructed to enhance access control, reduce left-turn crashes, and to serve as a pedestrian refuge. Barrier walls would be constructed for residential parcels along sections of both project roadways. New bicycle lanes and deceleration lanes would be constructed on Southern Avenue and Stapley Drive. Existing sidewalks, sidewalk ramps, and driveways would be reconstructed to Americans with Disabilities Act standards. Storm drains would be constructed and sanitary sewer lines would be replaced along project roadways. Potable water and natural gas lines would be replaced and irrigation, electric power, and other utility lines would be relocated and reconstructed.

Acquisition of narrow slivers of new ROW would be required in each segment of the intersection and at the roadway approaches to accommodate widening, but no acquisition of buildings is anticipated. TCEs also would be required.


A Design Concept Report, *Southern Avenue and Stapley Drive Intersection*, was prepared by EPS Group, Inc. (2012) describing the project scope of work. The report recommended that an archaeological survey of the APE was not warranted because of prior ground disturbance resulting from urban development. SHPO previously concurred with the recommendation (Swiecki for Petty [FHWA] to Jacobs [SHPO], July 17, 2012; SHPO concurrence July 19, 2012).


Based on a review of the Maricopa County Assessor's Records, only one house of historic age is within the APE. In accordance with recommendations in the Design Concept Report, an EcoPlan Associates, Inc., historian conducted a field view of the project area on July 18, 2012, and prepared an Arizona Historic Property Inventory Form for the 1935 building. The form is enclosed for your review and comment. Originally a residence, the building is now a commercial retail property, an undistinguished example of a common type, and therefore is recommended not eligible for listing on the National Register of Historic Places. It also has been heavily altered. No other historic age properties lie within the APE. The historic route of US 60 through Mesa extended along Main Street, outside of the project area. The Superstition Freeway, the current route of US 60, was constructed during the 1970s and 1980s and, as a result, is too recent to be a contributing element of the Historic State Highway System.

Based on the above, FHWA has determined that a finding of "no historic properties affected" is appropriate for this undertaking. Please review the information provided in this letter and enclosures. If you agree with the FHWA eligibility recommendation and determination of project effect, please indicate your concurrence by signing on the line provided. If you have any

questions or concerns, please contact ADOT Historic Preservation Specialist Erin Bodine at 602-712-8640 or at [ebodine@azdot.gov](mailto:ebodine@azdot.gov).

Sincerely,

  
for Karla S. Petty  
Division Administrator

  
Signature for Hopi Tribe Concurrence  
MES-0(224)T

9-18-12  
Date

Enclosures





U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**ARIZONA DIVISION**

4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500  
(602) 379-3646  
Fax: (602) 382-8998  
<http://www.fhwa.dot.gov/azdiv/index.htm>

September 12, 2012

In Reply Refer To:  
MES-0(224)T  
HOP-AZ

MES-0(224)T  
TRACS No 0000 MA MES SH544 01C  
Southern Avenue and Stapley Drive Intersection  
Initial Section 106 Consultation  
"no historic properties affected"

Ms. Louise Lopez, Chairwoman  
Tonto Apache Tribe  
Tonto Apache Reservation #30  
Payson, Arizona 85541

Dear Chairwoman Lopez:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are assisting the City of Mesa in an intersection reconfiguration, pedestrian and bicyclist safety, transit, storm drainage, and utility improvements project along Southern Avenue from Horne Road east to Oracle Road and along Stapley Drive from US 60 north to 8th Avenue in the City of Mesa, Maricopa County, Arizona. This project is in Sections 25, 26, 35, and 36 of Township 1 North, Range 5 East on the Mesa (1982), Arizona, United States Geological Survey quadrangle. Because this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project occurs primarily within City of Mesa right-of-way (ROW) and easement across land administered by the Arizona State Land Department (ASLD). Early consultation in July 2012 outlined the project scope and consulting parties. One consulting party, ASLD, was inadvertently omitted, however. Consulting parties for this project are FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the City of Mesa, ASLD, the Hopi Tribe, the Pascua Yaqui Tribe, the Salt River Pima-Maricopa Indian Community, the Tonto Apache Tribe, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

The area of potential effects (APE) consists of the existing 110-foot to 140-foot ROW, new ROW acquisitions, and temporary construction easements (TCEs) along the project roadways (Stapley Drive and Southern Avenue). Because of the nature of the project improvements, which have no vertical components, but only a horizontal expression occurring at or just above ground level, visual effects to cultural resources are not anticipated. No lasting auditory or atmospheric effects are anticipated. Please refer to the enclosed project vicinity map to assist in your review.

At this time, FHWA is inquiring whether you have any concerns regarding historic properties of traditional, religious, cultural, or historical importance to your community within the APE. Any information you provide within 30 days of receipt of this letter will be considered in the project planning. If your community opts to participate in cultural resource consultation at a later date, FHWA will make a good faith effort to address your concerns.

There have been changes to the scope of work for the project since the early consultation. The current scope of work consists of widening the intersection to three through lanes in each direction, providing an additional left-turn lane in each direction of the intersection, constructing a right-turn lane to southbound Stapley Drive, extending the new through lanes along northbound and southbound Stapley Drive from Southern Avenue to US 60, and resurfacing and rehabilitating sections of pavement along the roadway approaches to the intersection. In addition, raised medians would be constructed to enhance access control, reduce left-turn crashes, and to serve as a pedestrian refuge. Barrier walls would be constructed for residential parcels along sections of both project roadways. New bicycle lanes and deceleration lanes would be constructed on Southern Avenue and Stapley Drive. Existing sidewalks, sidewalk ramps, and driveways would be reconstructed to Americans with Disabilities Act standards. Storm drains would be constructed and sanitary sewer lines would be replaced along project roadways. Potable water and natural gas lines would be replaced and irrigation, electric power, and other utility lines would be relocated and reconstructed.

Acquisition of narrow slivers of new ROW would be required in each segment of the intersection and at the roadway approaches to accommodate widening, but no acquisition of buildings is anticipated. TCEs also would be required.

A Design Concept Report, *Southern Avenue and Stapley Drive Intersection*, was prepared by EPS Group, Inc. (2012) describing the project scope of work. The report recommended that an archaeological survey of the APE was not warranted because of prior ground disturbance resulting from urban development. SHPO previously concurred with the recommendation (Swiecki for Petty [FHWA] to Jacobs [SHPO], July 17, 2012; SHPO concurrence July 19, 2012).

Based on a review of the Maricopa County Assessor's Records, only one house of historic age is within the APE. In accordance with recommendations in the Design Concept Report, an EcoPlan Associates, Inc., historian conducted a field view of the project area on July 18, 2012, and prepared an Arizona Historic Property Inventory Form for the 1935 building. The form is enclosed for your review and comment. Originally a residence, the building is now a commercial retail property, an undistinguished example of a common type, and therefore is recommended not eligible for listing on the National Register of Historic Places. It also has been heavily altered. No other historic age properties lie within the APE. The historic route of US 60 through Mesa extended along Main Street, outside of the project area. The Superstition Freeway, the current route of US 60, was constructed during the 1970s and 1980s and, as a result, is too recent to be a contributing element of the Historic State Highway System.

Based on the above, FHWA has determined that a finding of "no historic properties affected" is appropriate for this undertaking. Please review the information provided in this letter and enclosures. If you agree with the FHWA eligibility recommendation and determination of project effect, please indicate your concurrence by signing on the line provided. If you have any


questions or concerns, please contact ADOT Historic Preservation Specialist Erin Bodine at 602-712-8640 or at [ebodine@azdot.gov](mailto:ebodine@azdot.gov).

Sincerely,



for

Karla S. Petty  
Division Administrator



*MES-0(224)T REP*  
Signature for Tonto Apache Tribe Concurrence  
MES-0(224)T

*9/26/12*  
Date

Enclosures



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**ARIZONA DIVISION**

4000 North Central Avenue  
Suite 1500  
Phoenix, Arizona 85012-3500  
(602) 379-3646  
Fax: (602) 382-8998  
<http://www.fhwa.dot.gov/azdiv/index.htm>

September 12, 2012

In Reply Refer To:  
MES-0(224)T  
HOP-AZ

MES-0(224)T  
TRACS No 0000 MA MES SH544 01C  
Southern Avenue and Stapley Drive Intersection  
Initial Section 106 Consultation  
"no historic properties affected"

Mr. Ronnie Lupe, Chairman  
White Mountain Apache Tribe  
P.O. Box 1150  
Whiteriver, Arizona 85941

Dear Chairman Lupe:

The Federal Highway Administration (FHWA) and the Arizona Department of Transportation (ADOT) are assisting the City of Mesa in an intersection reconfiguration, pedestrian and bicyclist safety, transit, storm drainage, and utility improvements project along Southern Avenue from Horne Road east to Oracle Road and along Stapley Drive from US 60 north to 8th Avenue in the City of Mesa, Maricopa County, Arizona. This project is in Sections 25, 26, 35, and 36 of Township 1 North, Range 5 East on the Mesa (1982), Arizona, United States Geological Survey quadrangle. Because this project would employ federal funds, it is considered an undertaking subject to Section 106 review. The project occurs primarily within City of Mesa right-of way (ROW) and easement across land administered by the Arizona State Land Department (ASLD). Early consultation in July 2012 outlined the project scope and consulting parties. One consulting party, ASLD, was inadvertently omitted, however. Consulting parties for this project are FHWA, ADOT, the Arizona State Historic Preservation Office (SHPO), the City of Mesa, ASLD, the Hopi Tribe, the Pascua Yaqui Tribe, the Salt River Pima-Maricopa Indian Community, the Tonto Apache Tribe, the White Mountain Apache Tribe, and the Yavapai-Apache Nation.

The area of potential effects (APE) consists of the existing 110-foot to 140-foot ROW, new ROW acquisitions, and temporary construction easements (TCEs) along the project roadways (Stapley Drive and Southern Avenue). Because of the nature of the project improvements, which have no vertical components, but only a horizontal expression occurring at or just above ground level, visual effects to cultural resources are not anticipated. No lasting auditory or atmospheric effects are anticipated. Please refer to the enclosed project vicinity map to assist in your review.

At this time, FHWA is inquiring whether you have any concerns regarding historic properties of traditional, religious, cultural, or historical importance to your community within the APE. Any information you provide within 30 days of receipt of this letter will be considered in the project planning. If your community opts to participate in cultural resource consultation at a later date, FHWA will make a good faith effort to address your concerns.

There have been changes to the scope of work for the project since the early consultation. The current scope of work consists of widening the intersection to three through lanes in each direction, providing an additional left-turn lane in each direction of the intersection, constructing a right-turn lane to southbound Stapley Drive, extending the new through lanes along northbound and southbound Stapley Drive from Southern Avenue to US 60, and resurfacing and rehabilitating sections of pavement along the roadway approaches to the intersection. In addition, raised medians would be constructed to enhance access control, reduce left-turn crashes, and to serve as a pedestrian refuge. Barrier walls would be constructed for residential parcels along sections of both project roadways. New bicycle lanes and deceleration lanes would be constructed on Southern Avenue and Stapley Drive. Existing sidewalks, sidewalk ramps, and driveways would be reconstructed to Americans with Disabilities Act standards. Storm drains would be constructed and sanitary sewer lines would be replaced along project roadways. Potable water and natural gas lines would be replaced and irrigation, electric power, and other utility lines would be relocated and reconstructed.

Acquisition of narrow slivers of new ROW would be required in each segment of the intersection and at the roadway approaches to accommodate widening, but no acquisition of buildings is anticipated. TCEs also would be required.


A Design Concept Report, *Southern Avenue and Stapley Drive Intersection*, was prepared by EPS Group, Inc. (2012) describing the project scope of work. The report recommended that an archaeological survey of the APE was not warranted because of prior ground disturbance resulting from urban development. SHPO previously concurred with the recommendation (Swiecki for Petty [FHWA] to Jacobs [SHPO], July 17, 2012; SHPO concurrence July 19, 2012).

Based on a review of the Maricopa County Assessor's Records, only one house of historic age is within the APE. In accordance with recommendations in the Design Concept Report, an EcoPlan Associates, Inc., historian conducted a field view of the project area on July 18, 2012, and prepared an Arizona Historic Property Inventory Form for the 1935 building. The form is enclosed for your review and comment. Originally a residence, the building is now a commercial retail property, an undistinguished example of a common type, and therefore is recommended not eligible for listing on the National Register of Historic Places. It also has been heavily altered. No other historic age properties lie within the APE. The historic route of US 60 through Mesa extended along Main Street, outside of the project area. The Superstition Freeway, the current route of US 60, was constructed during the 1970s and 1980s and, as a result, is too recent to be a contributing element of the Historic State Highway System.

Based on the above, FHWA has determined that a finding of "no historic properties affected" is appropriate for this undertaking. Please review the information provided in this letter and enclosures. If you agree with the FHWA eligibility recommendation and determination of project effect, please indicate your concurrence by signing on the line provided. If you have any

questions or concerns, please contact ADOT Historic Preservation Specialist Erin Bodine at 602-712-8640 or at [ebodine@azdot.gov](mailto:ebodine@azdot.gov).

Sincerely,

  
for Karla S. Petty  
Division Administrator

\_\_\_\_\_  
Signature for White Mountain Apache Tribe Concurrence  
MES-0(224)T

\_\_\_\_\_  
Date

Enclosures

cc:

Mr. Mark Altaha, Tribal Historic Preservation Officer, White Mountain Apache Tribe,  
Historic Preservation Office, P.O. Box 507, Fort Apache, AZ 85926 (with enclosures)  
Mr. Ramon Riley, Cultural Resource Director, White Mountain Apache Tribe,  
Historic Preservation Office, P.O. Box 507, Fort Apache, AZ 85926



# White Mountain Apache Tribe

Office of Historic Preservation

PO Box 507

Fort Apache, AZ 85926

Ph: (928) 338-3033 Fax: (928) 338-6055

**To:** Erin Bodine, ADOT Historic Preservation Specialist

**Date:** September 25, 2012

**Project:** MES-0(224)T TRACS No. 0000 MA MES SH544 01C Southern Ave. – Stapley Dr.

.....  
The White Mountain Apache Tribe Historic Preservation Office appreciates receiving information on the proposed project, September 12, 2012. In regards to this, please attend to the following checked items below.

► *There is no need to send additional information unless project planning or implementation results in the discovery of sites and/or items having known or suspected Apache Cultural affiliation.*

N/A - The proposed project is located within an area of probable cultural or historical importance to the White Mountain Apache tribe (WMAT). As part of the effort to identify historical properties that maybe affected by the project we recommend an ethno-historic study and interviews with Apache Elders. The tribe's *Cultural Heritage Resource Director Mr. Ramon Riley* may be contacted at (928) 338-3033 for further information should this become necessary.

► Please refer to the attached additional notes in regards to the proposed project:

We have received and reviewed the information regarding FHWA/ADOT proposed intersection reconfiguration and utility improvement project along Southern Avenue to Oracle Road, in Mesa, Maricopa County, Arizona, and we have determined the proposed action/plans *will not have an adverse effect* on the White Mountain Apache tribe's (WMAT) historic properties and/or traditional cultural resources. We propose any/all ground disturbing activities be monitored *if* there are reasons to believe that there are human remains and/or funerary objects are present, and if such remains and/or objects are encountered all project activities should cease and the proper authorities and/or *affiliated tribe(s)* be notified to evaluate the situation.

Thank you. We look forward to continued collaborations in the protection and preservation of place of cultural and historical significance.

Sincerely,

*Mark T. Altaha*

White Mountain Apache Tribe

Historic Preservation Office



THE STATE OF ARIZONA  
**GAME AND FISH DEPARTMENT**

5000 W. CAREFREE HIGHWAY  
PHOENIX, AZ 85086-5000  
(602) 942-3000 • WWW.AZGFD.GOV

**GOVERNOR**  
JANICE K. BREWER  
**COMMISSIONERS**  
CHAIRMAN, ROBERT R. WOODHOUSE, ROLL  
NORMAN W. FREEMAN, CHINO VALLEY  
JACK F. HUSTED, SPRINGVILLE  
J.W. HARRIS, TUCSON  
ROBERT E. MANSELL, WINSLOW  
**DIRECTOR**  
LARRY D. VOYLES  
**DEPUTY DIRECTORS**  
GARY R. HOVATTER  
BOB BROSCHEID



August 31, 2012

Leslie J. Stafford  
EcoPlan Associates, Inc.  
701 W. Southern Avenue, Suite 203  
Mesa, Arizona 85210

Re: MES-0(224)A  
0000 MA MES SH544 01C  
Mesa Project No. 01-814-001  
Southern Avenue and Shipley Drive Intersection

Dear Ms. Stafford:

The Arizona Game and Fish Department (Department) has reviewed your request, dated August 20, 2012 regarding the proposed intersection at the above described location.

We have reviewed the information packet provided to us in your letter. Since the proposed project is located in previously disturbed areas and/or includes modifications to existing structures, the Department does not anticipate any significant adverse impacts to wildlife resources would occur as a result of this project. The receipt you received from the On-Line Environmental Review Tool should provide general recommendations and additional contact information.

The Department appreciates the opportunity to provide an evaluation of impacts to wildlife or wildlife habitats associated with the project activities. If you have any questions regarding this letter, please contact me at (623) 236-7486.

Sincerely,

Chip Young  
Project Evaluation Specialist

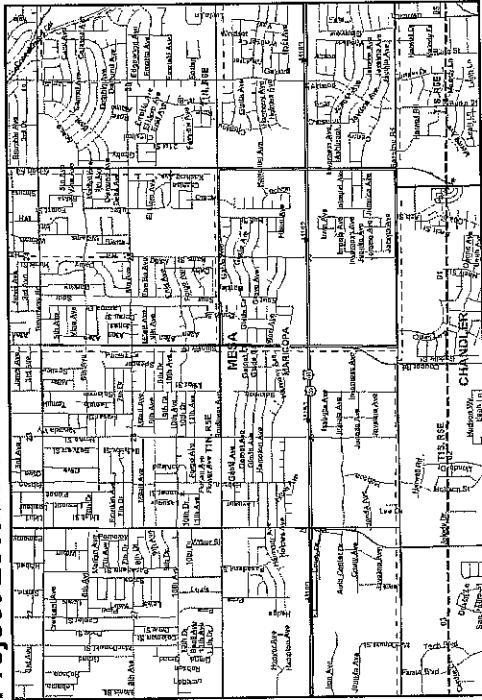
cc: Laura Canaca, Project Evaluation Program Supervisor  
Kelly Wolff-Krauter, Habitat Program Manager, Region VI

AGFD #M12-08210810



Arizona's On-line Environmental Review Tool  
Search ID: 20120529017915  
Project Name: 11-392 Southern and Stapley  
Date: 5/29/2012 11:23:26 AM

### Project Location



Project Name: 11-392 Southern and Stapley  
Submitted By: Patrick Dockens  
On behalf of: CONSULTING  
Project Search ID: 20120529017915  
Date: 5/29/2012 11:23:17 AM  
Project Category: Transportation & Infrastructure, Road Improvements, Traffic control intersection (Includes turning lanes, lights, etc.)  
Project Coordinates (UTM Zone 12-NAD 83): 424830.578, 3695455.942 meter  
Project Length: 5836.969 meter  
County: MARICOPA  
USGS 7.5 Minute Quadrangle ID: 1303  
Quadrangle Name: MESA  
Project locality is not anticipated to change

### Location Accuracy Disclaimer

Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Receipt is solely responsible for the project location and thus the correctness of the Project Review Receipt content.

The Department appreciates the opportunity to provide in-depth comments and project review when additional information or environmental documentation becomes available.

### Special Status Species Occurrences/Critical Habitat/Tribal Lands within 2 miles of Project Vicinity:

No special status species were documented as occurring within the project vicinity. However, further field investigations of the project area are highly recommended. Site visits may reveal previously unrecorded resources of special concern in locations where they are currently undocumented.

No proposed or designated critical habitat is within the project vicinity.

No Indian tribal lands are within the project vicinity.

**From:** [Tricia Balluff](#)  
**To:** [Tricia Balluff](#);  
**Subject:** FW: Southern Ave. and Stapley Dr. Intersection  
**Date:** Tuesday, September 04, 2012 9:46:21 AM

---

**From:** Dale Drost [<mailto:LDrost@azdot.gov>]  
**Sent:** Thursday, August 30, 2012 9:30 AM  
**To:** Leslie Stafford  
**Cc:** Tim Wolfe; Maysa Hanna  
**Subject:** Southern Ave. and Stapley Dr. Intersection

August 30, 2012

Leslie J Stafford  
EcoPlan Associates, Inc.

Dear Ms. Stafford:

Tim Wolfe forwarded your request for review to me, Dale Drost, to provide comments for MES-0(224) A, 000 MA MES SH544 O1C, Mesa Project # 01-814-001 Southern Ave and Stapley Dr, Intersection. There are currently three lanes Southbound on Stapley Drive all the way from Southern to US 60. If this section is kept intact I don't see a problem. There are only two lanes on Northbound Stapley from US 60 to Southern. If this area is widened it may impact our access to the Storm Channel. We need to have room to pull a ten wheeler with a trailer into the holding area just off the curb of Stapley Dr. Traffic Signals would also be impacted. Fiber optic and Irrigation lines may be in the area. If an ADA ramp is disturbed at one of the US60 Ramps does that mean all the other ramps in the US 60 intersection would need to be brought up to current standards? Please feel free to contact me at 602-245-0241.

Thanks for the opportunity to comment,

Dale Drost  
T.E.S.

---

**From:** Leslie Stafford  
**To:** "Dale Drost";  
**cc:** Tim Wolfe; Maysa Hanna; "Steve Ketchum"; Bob Draper;  
Tricia Balluff;  
**Subject:** RE: Southern Ave. and Stapley Dr. Intersection  
**Date:** Friday, October 12, 2012 1:30:07 PM

---

Re: MES-0(224)A  
0000 MA MES SH544 01C  
Mesa Project No. 01-814-001  
Southern Avenue and Stapley Drive Intersection

Dear Mr. Drost:

Thank you for your August 30, 2012, email regarding the planned Highway Safety Improvement Program project that includes intersection reconfiguration, pedestrian and bicyclist safety, transit facilities, storm drainage, and utility improvements encompassing all four approaches to the intersection of Southern Avenue and Stapley Drive in the city of Mesa, Maricopa County, Arizona. Your comments were forwarded to the City of Mesa project manager and the consultant design team for review and response.

Your email noted several concerns: (1) potential changes to the existing three through lanes on southbound Stapley Drive and two through lanes on northbound Stapley Drive from Southern Avenue to US 60; (2) continued access to the storm channel from northbound Stapley Drive near US 60; (3) impacts to traffic signals, fiber-optic lines, and irrigation lines; and (4) impacts to US 60 sidewalk ramps. ADOT's existing facilities will not be impacted by the proposed construction. A more detailed response to each of your concerns follows:

(1) Work on southbound Stapley Drive between Southern Avenue and US 60 will not include adding or eliminating through lanes. All work on southbound Stapley Drive will remain within the existing City of Mesa right-of-way (ROW) from East Harmony Avenue to US 60. North of East Harmony Avenue, a narrow corridor of new ROW will be required. For northbound Stapley Drive, a third through lane will be added, which will require a larger area of new ROW than that required for the southbound side of Stapley Drive. The proposed improvements

will match the geometry of ADOT's existing facilities within the traffic interchange (TI). This additional ROW should not impact ADOT facilities.

(2) Though roadway widening will occur on northbound Stapley Drive, the project team does not anticipate that this widening will affect the access to the storm channel. A plan sheet showing the proposed improvements north of US 60 is attached for your reference.

(3) The design team agrees with your observation that arterial street traffic signals near the US 60 TI will be impacted by the project. However, the traffic signal equipment within the TI will not need to be relocated or reconstructed, and appropriate traffic control measures will be undertaken during traffic signal relocations, including the standard coordination with ADOT that the City of Mesa typically provides during construction projects. In particular, this includes ensuring that vehicle queuing does not extend south into the TI (i.e., preventing northbound Stapley Drive traffic from impacting westbound US 60 off-ramp traffic). It has been confirmed that an SRP irrigation line, some fiber-optic facilities, and other utility lines are in the area. The design team has begun coordination with the appropriate utility companies, and this coordination will continue as design progresses and potential relocation needs are identified.

(4) Replacing the sidewalk ramps within ADOT ROW is not part of the plans for this project (refer to attached plan sheet). Improvements to Stapley Drive do not extend to the US 60 on-ramps; therefore, none of the existing ramps will require any modifications.

We hope this resolves your concerns. If you require additional information or have further comments, feel free to contact Steve Ketchum, City of Mesa project manager, at (480) 644-2513.

Sincerely,

*Leslie J. Stafford*  
*Director of Environmental Planning*  
*EcoPlan Associates, Inc.*  
*701 W. Southern Ave., Suite 203*

**From:** Leslie Stafford  
**To:** Tricia Balluff;  
**Subject:** FW: Mesa Project No. 01-814-001 Southern and Stapley  
**Date:** Thursday, August 23, 2012 4:57:32 PM

---

*Leslie J. Stafford*  
*Director of Environmental Planning*  
*EcoPlan Associates, Inc.*  
*701 W. Southern Ave., Suite 203*  
*Mesa, AZ 85210*  
*480-733-6666, ext. 138 (phone)*  
*480-733-6661 (fax)*

---

**From:** Marc Heirshberg [mailto:[Marc.Heirshberg@MesaAZ.gov](mailto:Marc.Heirshberg@MesaAZ.gov)]  
**Sent:** Thursday, August 23, 2012 5:00 PM  
**To:** Leslie Stafford  
**Subject:** Mesa Project No. 01-814-001 Southern and Stapley

Leslie –

No issues or concerns from our department regarding the above referenced project.

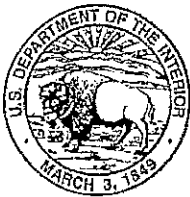
Thanks -

Marc Heirshberg, CPRE  
Director  
Mesa Parks, Recreation and Commercial Facilities  
200 South Center St. Bldg 1  
Mesa, AZ 85210

T: 480.644.2667 F: 480.644.4656



Please Consider Our Environment Before Printing



## United States Department of the Interior

U.S. Fish and Wildlife Service  
Arizona Ecological Services Office  
2321 West Royal Palm Road, Suite 103  
Phoenix, Arizona 85021-4951  
Telephone: (602) 242-0210 Fax: (602) 242-2513



In reply refer to:

AESO/SE  
02EAAZ00-2012-CPA-0100

September 6, 2012

Ms. Leslie J. Stafford  
EcoPlan Associates, Inc.  
701 West Southern Avenue, Suite 203  
Mesa, Arizona 85210

Re: Widening of the Stapley and Southern intersection  
MES-0(224)A  
0000 MA MES SH544 01C  
Mesa Project No: 01-814-001  
City of Mesa, Maricopa County, Arizona

Dear Ms. Stafford:

Thank you for your correspondence requesting comments from the U.S. Fish and Wildlife Service (FWS) in accordance with section 7 of the Endangered Species Act of 1973 (16 U.S.C 1531-1544), as amended. Your correspondence was dated August 20, 2012, and was received in this office on August 22, 2012. This letter was in reference to the proposed widening of the Stapley Drive and Southern Avenue intersection in Maricopa County, Arizona. The proposed actions would include widening the intersection to six total lanes, construction of a raised median, resurfacing of pavement sections, construction of storm drains, reconstructing the sidewalks and ramps to comply with the Americans with Disabilities Act standards, and relocation of irrigation, electric and other utility lines. The proposed project will be done in coordination with the Arizona Department of Transportation (ADOT), and the Federal highway Administration (FHWA). Given the information provided in the letter, and the nature of the project, we conclude that neither threatened or endangered species nor any critical habitat will be affected by this project at this time. If the plans for this project change, or if new information becomes available on the distribution or abundance of a listed species in the area, this determination may need to be reconsidered. We encourage you to coordinate the review of this project with the Arizona Game and Fish Department as well.

In addition some projects may potentially impact species that are protected under the Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C sec. 703-712) and/or bald and golden eagles protected under the Bald and Golden Eagle Protection Act (BGEPA) (16 U.S.C 668-668d). Prohibitions under the MBTA include the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except as specifically authorized by

Ms. Leslie J. Stafford

the FWS. If you believe migratory birds will be affected by the project, we recommend you contact our Migratory Bird Permit Office, P.O. Box 709, Albuquerque, NM 87103, (505) 248-7882 or by email [FW2\\_birdpermits@fws.gov](mailto:FW2_birdpermits@fws.gov). For more information regarding the MBTA and permitting process, please visit the following web site:


<http://www.fws.gov/migratorybirds/mbpermits.html>. For a more in-depth report of potential species in the project area we suggest looking at Arizona Game and Fish Department's Environmental Review On-Line Tool, found at <http://www.azgfd.gov/hgis/>.

If the project will result in the deposition of dredged or fill materials into waterways because of the construction of storm drains and sanitary sewer lines, we recommend you contact the Army Corps of Engineers which regulates these activities under Section 404 of the Clean Water Act.

Thank you again for your efforts to conserve endangered species. Please refer to the consultation number 02EAAZ00-2012-CPA-0100 for any further correspondence. Contact Nichole Engelmann (ext. 237), or Debra Bills (ext. 239), if you require further assistance or if you have any questions.

Sincerely,



 Steven L. Spangle  
Field Supervisor

cc: Chief, Habitat Branch, Arizona Game and Fish Department, Phoenix, AZ  
Steve Ketchum, P.E., City of Mesa Engineering Department  
Bob Draper, P.E., City of Mesa Engineering Department  
Maria Deeb, P.E., M.S., M.E.P., M.P.A., City of Mesa Transportation Department

W:\Nichole Engelmann\TA Letters Word Format\CPA Stapley and Southern Intersection.docx:cgg

## Southern Avenue and Stapley Drive Intersection Improvements

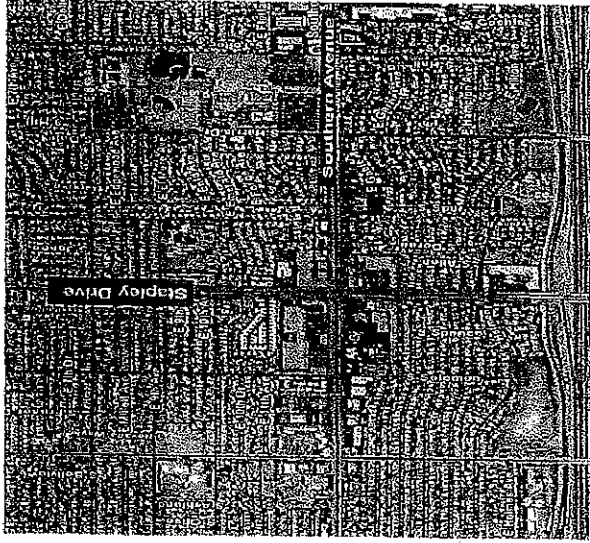
CITY PROJECT NO. 01-814-001

### PROJECT DESCRIPTION

The City of Mesa is planning to widen the intersection of Southern Avenue and Stapley Drive.

#### The proposed improvements include:

- Widening of the intersection to include three through lanes in all directions.
- Protected dual left hand turn lanes in all directions and a right hand turn to southbound Stapley Drive.
- Bicycle lanes in all directions
- Northbound bus pullout and Eastbound bus pullout.
- New raised medians for safety and access control.
- New Signalization, Street lighting, and utility upgrades.
- New asphalt, curb and gutter, and sidewalk in some locations, ADA driveway and curb ramp upgrades
- Corridor enhancements south of Southern Avenue on Stapley Drive including masonry wall and landscaping



Approximate area to be improved

### PROPOSED CONSTRUCTION SCHEDULE

Begin construction Fall 2012

Complete construction Summer 2013

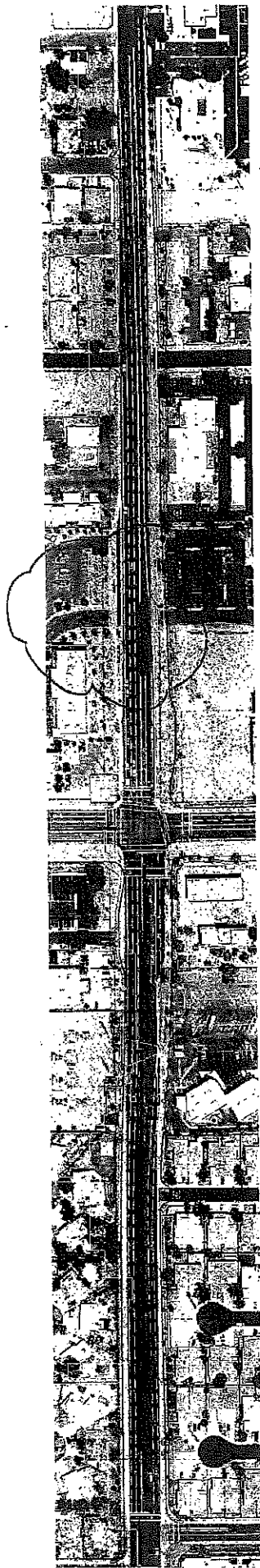
#### Project Budget

This project is funded by the Regional Transportation Plan (RTP), Arterial Life Cycle Program (ALCP). Preliminary estimate is \$11,800,000.

### QUESTIONS?

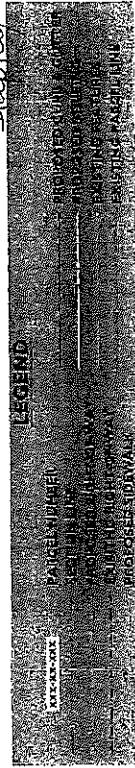
For additional information regarding this project or any other City of Mesa project, please contact Rene Powell, Crystal Eastman or Michele Doberstein with the Engineering Public Relations Office at 480-644-3800.

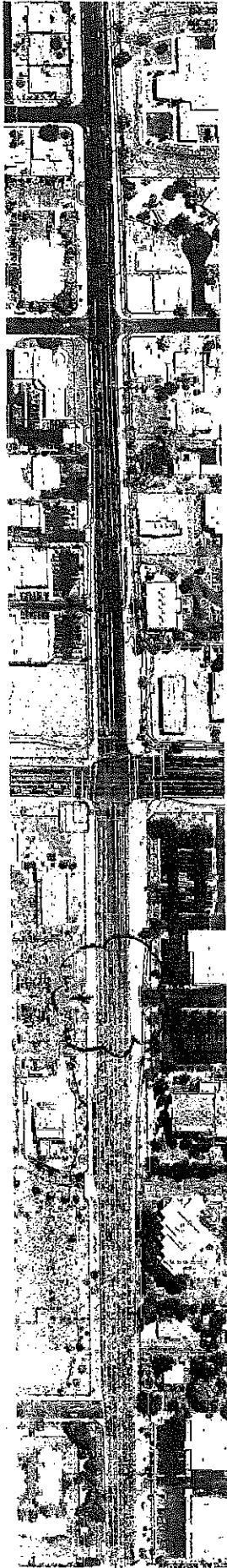




ALTERNATIVE 3  
1/19/11

Staples





Southern



mesa.az